

SEVEN DUTCH SHIPS SUNK BY U-BOATS

SSELS AND CARGOES WORTH \$16,000,000 DESTROYED IN RUTHLESS WARFARE—CREWS LANDED.

RAIDER IN INDIAN SEA?

Tokio Reports Mysterious Outlaw Ship Is Operating in Far-Eastern Waters.—Two Liners Arrive in New York.

Tokio, Feb. 24.—The Nichi Niche announces that an armed merchantman is raiding commerce in the Indian Ocean and has sunk two British steamers southest of Colombo.

BULLETIN.

Situation is Acute. Washington, February 24.—The tremendous destruction of Dutch shipping during last two days is regarded here as a most acute phase of the international situation.

It is regarded even as bringing nearer the probability of a break in diplomatic relations between the Netherlands and Germany. So far Holland has only made protest against destruction of neutral ships, but raiding operations reported yesterday and today are expected to arouse a wave of popular indignation in Netherlands which that government may find difficult to withstand, even if it desires to do so.

Officials and diplomats here will be surprised if the government does not take some action.

FIVE DUTCH STEAMERS.

London, Feb. 24.—Lloyd's announces that the crews of the following steamers were landed yesterday; their vessels having been torpedied on Thursday:

Zandijk, Dutch; 4189 tons gross.
Noordijk, Dutch; 7,156 tons.

Emland, Dutch; 3,770 tons.

Jactra, Dutch; 5,373 tons gross.

Monada, Dutch; 5,851 tons.

The steamer Gaasterland.

It is believed all men on these vessels were saved.

Four of the seven Dutch steamers were homeward bound with full cargoes. The attack took place in the western approaches to the English channel.

No instructions to the route were either asked for or given by British admiralty. All arrangements were in the hands of the British consuls.

The British steamer Grenadier has been sunk, Lloyd's announces. The captain and six men were killed, and the remainder of the crew landed.

The British Trojan Prince has also been sunk.

Lose Totals \$11,000,000.

New York, Feb. 24.—The destruction of Dutch ships by German submarines, as reported from London, was in the case of vessels and cargoes valued at \$11,600,000, according to estimates made here today by agents of the firms owning the seven ships sunk.

Two Steamers Arrive.

The Atlantic Transport Line freighter Manchuria, flying the American flag, arrived from London today. The Venezuela, French, le Trois La Palice, was the only other ship from ports near the danger zone.

The Norwegian freighter John Blum, sailed today for Bergen.

Agents of the Norwegian American Line received word that the Bergensfjord, one of the regular passenger vessels between Norway and New York, sailed from Bergen today "in ballast" and without passengers.

Expected Finland Tuesday.

The American line steamship, the Finland, carrying 168 passengers, among them Dr. Edward Van Dyke, former American minister to the Netherlands, sailed from Liverpool Feb. 17, and is due here next Tuesday or Wednesday, the American line announced today. She is now presumed to be safely beyond the submarine zone.

WHEAT PRICES HOLD FIRM DURING WEEK

(By Associated Press)

Chicago, Feb. 24.—Despite virtual suspension of business at all grain elevators here and notwithstanding sharp effects of Lloyd George's stamp on agriculture, the importation of vessels to convey foodstuffs to entitle allies advances which were scored by the wheat market earlier in the last week have not been altogether wiped out. One of the chief sources of strength of prices, applied to be the prospect that European buyers would depend mainly on America for shipments, as long as available supplies would allow.

Net gains in wheat values as compared with a week ago, ranged from three-quarters of a cent to three cents. Changes of prices for corn and oats were inconsequential. Provisions rose forty-two cents to sixty-seven.

EXPORTS IN JANUARY ARE BIG INCREASE

(By Associated Press)

New York, Feb. 24.—Exports of domestic merchandise on ships leaving New York during last January increased in value by more than \$23,000,000 over exports in January of 1915, according to figures made public here today by collector of customs.

The merchandise sent out last month amounted to about \$302,136,000. The trade with every other continent and all countries and islands of North America increased.

PERHAPS THEY DON'T DESIRE IT ANYWAY.

EXCEPT TO THE GAZETTE.

Berlin, Feb. 23.—There is such a scarcity of tobacco in Trieste that it has been decided to issue tobacco tickets. None will be allowed to women.

BOYCOTT EMPLOYED BY NEW YORK WOMEN IN FOOD SITUATION

(By Associated Press)
New York, Feb. 24.—Poultry wholesalers are experiencing a demoralizing market, it was disclosed today, because of the systematic boycotting by housewives in Jewish quarters. In cars idle on local tracks are 850,000 pounds of poultry and wholesale houses have great quantities ready. Housewives not only refrain from buying but attack purchasers, who purchase occasionally at small stores and throw the poultry into the gutters.

The district attorney's office began an inquiry regarding shortages in butter, eggs, cheese, onions and other commodities.

Abraham Rosenbloom, a Brooklyn produce merchant, testified hundreds of bushels of onions were stored in his warehouse throughout the state. He declared there were however, shortages in crops in Orange county and Indiana and other states, and that the situation was such that it was necessary to import onions from Spain.

Situation Exaggerated.

Discussing the food situation today, Governor Whitman said he thought it had been exaggerated here. He based his opinion on what he knew as an east side manufacturer some years ago.

"In this emergency, however," he added, "if the city administration addresses to have authority of appropriation for public moneys to relieve distress, I shall do all in my power and I am willing to send to the legislature an emergency measure next Monday to empower the board of estimates to draw on the war credit of 15,000,000 marks.

Dealing with the proposed new tax, the finance minister said the question of taking over coal mines by the state had been rejected as impossible to do. He added Germany was unable to do it on its coal production, and the commodity could be taxed all the easier, because in spite of war conditions the price was lower than in foreign countries, averaging 15 to 18 marks.

Court von Roedern said the war credit voted last October was nearly exact, and continued:

"As in all neighboring countries, so also here, the war expenditure in the last few months has created a certain tension, but it is certainly not greater with us than with our enemies. I have no reason to suppose that the proportion of two to one, which I estimated in October, as existing between expenditures of defense and war credits, has changed. The war expenditure of the world exceeds 300,000,000,000 marks and not more than 100,000,000,000 is our share. The cost in the next few months will not relax and therefore I ask war credit of 15 billion marks. Next month we must issue another war loan and this budget picture is certainly sufficient."

But there was no answer to his proposal.

Four Flour Trains.

Minneapolis, Feb. 24.—Four more emergency relief trains of flour and grain, making a total of eight since yesterday morning, will move east from here late tonight according to announcement by railroad officials to day.

BIRTH CONTROL MAY START IN ILLINOIS

Springfield, Feb. 24.—The way to a birth control propaganda in Illinois was opened today in an opinion by Edward J. Brandeis, attorney general, notifying a Chicago citizens' committee that there was nothing in the statutes to prevent physicians giving advice to married women to prevent conception.

The opinion was directed to Dr. Raphael Warors at Hill House, and was in reply to a request for information in which numerous cases were cited in which the committee was anxious to give advice to mothers, the size of whose facilities was becoming out of proportion to the income of the fathers.

BASEBALL CLUBS MAY HAVE DRILL MASTERS

Chicago, Feb. 24.—Expert drill sergeants of the United States army accompanied the eight clubs of the American League to spring training camps as military instructors. If application to be made to government officials by President Johnson of the league is granted.

President Johnson in making the announcement today said Captain T. L. Huston, one of the owners of the New York club, had suggested that furloughs might be granted the sergeants to permit them to go with the team. The club owners, Mr. Johnson said, will be asked to compensate them for their services.

GERMAN BACHELORS ARE TAXED HEAVILY

London, Feb. 24.—Dr. August Von Lenize, Prussian minister of finance, has announced a new heavy tax on bachelors, according to a Berlin Telegraph company Copenhagen's correspondent.

Families with children on the other hand, the announcement states, will be relieved of part of the burden of ordinary taxation, according to the number of their children.

BLOOD TRANSFUSION FAILS TO SAVE LIFE

(By Associated Press)
El Paso, Feb. 24.—After his entire company had volunteered for a blood transfusion, in a desperate effort to save his life, Captain David Kimball of "E" Company, 32d Michigan Infantry, died today at the base hospital. Private John Hill was selected for the blood transfusion operation, but because of the failure of the company to come from nearby Pontiac, Mich., he failed to qualify. His home was in Pontiac, Mich.

TAX PUBLIC UTILITY AT DELIVERY POINT

(By Associated Press)
Green Bay, Feb. 24.—The Wisconsin tax commission is in favor of allowing cities in which a public utility earns its income and to collect the bulk of tax earnings instead of permitting the township in which the utility central power plant happens to be located, to secure largest share of the tax, is the statement made by Mayor Elmer St. Hail upon his return today from Madison, where he conferred with commission representatives.

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BOOST WAR TAX A FIFTH IN GERMANY

FINANCE COMMITTEE PRESENTS BUDGET TO REICHSTAG AND ANNOUNCES NEW WAR CREDIT.

SOCIALIST OPPOSITION

Leader of Party Refuses to Follow Administration, Criticizes Peace Offer, and Attacks Ruthless Submarine Campaign.

(By Associated Press)

London, Feb. 24.—War taxation in Germany has been increased 20 per cent, in the budget presented to the Reichstag yesterday, said Count von Roedern, finance minister, according to an Inter-German dispatch to Reuters.

In the course of his speech he announced the new war credit of 15,000,000 marks.

Dealing with the proposed new tax, the finance minister said the question of taking over coal mines by the state had been rejected as impossible to do.

He added, "If the city administration addresses to have authority of appropriation for public moneys to relieve distress, I shall do all in my power and I am willing to send to the legislature an emergency measure next Monday to empower the board of estimates to draw on the war credit of 15,000,000 marks.

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Italian Troop Ship Sunk By Submarine; All But Two Perish

(By Associated Press)
Berlin, Feb. 24.—The admiral announced today the Italian transport Minas, carrying one thousand to Salouki, had been sunk, and all on board except two men, perished. The announcement follows:

"German submarine Feb. 17 sank a torpedo in the Mediterranean. The Minas, 8254 tons, was bound for Salouki. She carried one thousand troops, a large quantity of ammunition and 3,000,000 marks worth of gold.

"The steamer's crew and troops on board perished with the exception of two men, who were rescued by the submarine.

"The destruction of the Minas was reported previously but only now have the details become known."

The sinking of the Minas was announced in Paris last Wednesday. The date of her sinking was given as February 16.

GERMAN PRINCES MAKE CALL IN AEROPLANE

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In the Land of the Czar

A STORY OF RASPUTIN.

CHAPTER SEVEND.

Rasputin Meets His Match.

(By Paul Holmes.)

L'Vernie did not sleep very much that night. Half the time he paced up and down the floor, and the other half he spent by turning restlessly in his seat. All the time, however, his thoughts were centered on one question, and he ran his fingers through his hair excitedly as he sought the answer. That was, "What happened to the real messages I brought from France?"

Over and over again he asked himself this, but he could find no satisfaction. Did he somehow find a chance to steal the packet intended for him, and exchange it for the blank paper he had delivered to L'Vernie? Or did Lloyd-George and Ireland deliberately trick him, and him as a tool, to cover up some other plan of their own? He did not know, but he knew what the majority of those stern-looking Russians who had been at the conference thought. They thought that he had deliberately knowningly presented the blank paper before them. In that excited discussion which had followed the arrival of the fraudulent message, some had openly hinted at the fact, but, and here was one comfort for L'Vernie, Usipoff stood by him. Usipoff believed that the blank paper was a trick of Rasputin's, and he had said to him, "It's all going, N. L'Vernie, because now we cannot rely on the Czar to supplant Sturmer. But don't doubt you at all. Rasputin has scored, and it remains for us to do our best."

The first grey streaks of dawn found Francois still pacing the floor. He had been robbed, when was it and where? The youth sat, every now and then, in trying to remember some place in his journey when the exchange could have been made. Slowly, he reached the route of his journey.

There had been his railroad journey from Paris to Calais, and then the long sea voyage. Then he remembred his short sickness aboard, and the face of the man whom he had seen, save from drowning rose before him. In a flash he connected the incidents. This man had somehow secured the key to his cabin, and stolen the pack of cards, substituting for it another packet, the same on the outside, but containing nothing within. If that line of reasoning proved to be true, then by now, the real letters were in Rasputin's hands—in Rasputin's hands! The phrase seemed to electrify him.

He rushed to the door and opened it, and called for a servant. One appeared at last, and he ordered the man to go to Usipoff and tell him that a conference with him was necessary immediately. When the man had gone, he hurried about his toilet, and he was dressed for the street by the time the servant returned with word that Usipoff would receive him at once.

"Can you get me passports to the royal palace?" he demanded of the astounded prince a few minutes later.

"I've decided to risk everything for the sake of making up for my blunder. I may have committed a great mistake. Today is the critical day and today perhaps before noon, Sturmer will be out of power."

"Please, your speech in the Duma this morning, Usipoff, as you planned last night, I think, before the Czar hasn't removed Sturmer before eight—hell be DEAD!"

"Or you will," said the prince coldly.

"I'll see about the passports immediately." But, behind the outward indifference, there was a glimmer of approval at the words of the young soldier.

The carriage of Prince Usipoff drew up before the palace of the Czar at about eight o'clock. As it stopped, its lone inmate, Francois L'Vernie, took one last glance at a large map, which he had evidently been studying. The fact that such a map was in his possession would be sufficient reason for his execution, for it was nothing less than a plan, the second floor of the imperial palace itself.

With final look, L'Vernie rolled up the map and concealed it in the carriage. Then he stepped to the ground, and walked up the imposing steps unattended. His passport freed him from the difficulty, and he walked swiftly to the elevator. He knew where he wanted to go, and he was determined that nothing should stop him. He was fully armed and a flash of fire was in his eyes. Nothing could stop him!

The attendant at the elevator politely interposed himself as L'Vernie tried to enter. "Only those with a written order from the Czar enter here," the man said.

"I have my pass," said the youth, "sent by Usipoff with an important message for the Emperor." He extended a folded paper for the man to read, and as the attendant reached for it, he was prepared to act.

It was over in a moment. Francois, with the quickness of light, had brought down his revolver but it hit the man's skull, pushed him full body from the road, and sprang into the elevator. There was a sudden rush of feet, a hundred of soldiers ran to the spot, but the elevator was ascending at its highest speed.

L'Vernie had planned for a little time before the bewildered Russians thought to turn off the power which ran the elevator. Now as the car moved upward, he quickly removed his outer garments, revealing the uniform of the palace guard which Usipoff had given him. No one was in sight, and he had a moment at least of safety. To all eyes he would be now only one of the palace guards. So, with some degree of assurance, he walked from corridor to corridor until he reached a room which the plan of the palace had told him was the entrance to Rasputin's apartments.

And here his plan would fail if it was to fail. Could he enter that door without detection?

There was no time to be wasted by thinking about it, so he stepped boldly up to the door and tried the lock. It opened under his touch, and he found himself in Rasputin's reception room. It was empty, as he had expected, for he knew that if Rasputin was present, he was in his steel executive office. He knew where this was, too, and set off at once through the maze of rooms, threading his way by means of the plan he had studied.

And here it was that fortune favored him. He had approached the door so closely to the steel room when suddenly he heard voices. He drew back instantly behind some tapestries, and the next moment three men passed him. He did not know them, but he

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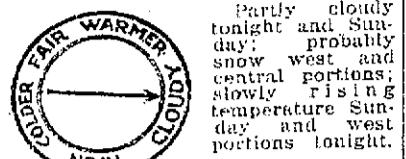
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The Janesville Gazette

New Bldg. 200-201 E Milwaukee St.

ENTERED AT THE POSTOFFICE AT JANESEVILLE,
WIS., AS SECOND CLASS MAIL MATTER.BUSINESS OFFICE OPEN SATUR-
DAY EVENING.Members of Associated Press.
Member of Audit Bureau of Circulations.
Member of Wisconsin Daily League.

WEATHER FORECAST.



OUR SATURDAY NIGHT.

The people of the South are as dis-
tinctive as the climate. It takes more
than a killing frost to make them
worry, and more than a fair promise
of success to arouse ambition.

The old inhabitant, who lived
through the Civil war—and there are a
few of them left—tells you that the
flower of the South was sacrificed by
wiping out a generation of young men,
and that the lapse of fifty years has
not made good the loss. This is true
and it has had much to do with re-
tarding development and progress.

Back in the days of slavery, the
planter with the big plantation repre-
sented more than the aristocracy, and
the negro, all there was of the labor
class. Between these two extremes
was the poor white, too proud to work
and too shiftless to assume responsi-
bility.

There was no middle class, and af-
ter the war the big plantation and the
aristocracy were of the past. Had
President Lincoln been stupid to en-
courage his ideas of reconstruction, con-
ditions might have been different, but
between the carpet-bagger, the poor
white and the negro, civilization suf-
fered. The old plantation houses went
to decay, and the land became a
wilderness, and much of it so remains

Florida is a white man's state.
There are comparatively few negroes,
outside of the cities, and there are no
large cities. The question of labor is
not a serious question because the de-
mand is light. The state is below the
cotton belt, and farming is confined
to small truck patches and orange
groves.

Conditions are different, however, in
the middle southern states where from
sixty to eighty per cent of the popula-
tion is black and where cotton is the
principal industry. The darkey takes
to cotton like a duck to water. He
has always raised and harvested the
crop, and will continue to do so, but
he don't take kindly to other kinds of
work and as he monopolizes the labor
market the landlord has but little to
say. As a result, millions of acres of
good, productive land are idle in these
states every year.

The scarcity of labor has much to
do with preventing the northern farmer
from investing in southern land. The
poor white is as shiftless as ever,
and the negro is not dependable.

All colored people in the South are
known by their first names, and it is
considered a breach of good breeding
to address them in any other way. George
Brown, the owner of the ship-
yard at Cleveland—a fine mechanician,
and the wealthiest man in this part of
the country—is "George" to everybody,
while his wife goes by the name of
"Tommy."

The cook at the "National" is
"Mamie." She can cook to beat the
band and would be considered a jewel
in a northern family. Her first assistant,
a colored boy, as black as the ace
of spades, goes by the name of "D." He
is, or was, a sort of general utility
man about the house and so fond of
fishin' that whenever he was missed
it was no trouble to locate him at the
end of the dock.

"D" was a successful fisherman and
quite a genius. He rigged up an old
cane pole with screw eyes for guides
and made a reel of a big spool with a
shingle nail for a handle and attached
the rod with a spike, but he caught
fish all right.

One of the guests thought the boy
deserved encouragement so he bought
him a decent rod and line and loaned
him a reel. He captured the boy all
right, but his ambition developed so
fast that he "flew the coop" yesterday
and now "Mamie" is without an as-
sist.

With the expiring of the old genera-
tion, the last drop of bitterness has
gone from the South and loyalty is be-
yond question. Here is a little editor-
ial which appeared the other day in
the Spartanburg, South Carolina, Herald,
which shows the spirit which prevails
in this part of the country. It is a
tribute to Lincoln on the occasion
of his birthday anniversary.

"How the passing of years with the
emerging of truth from the confused
and bitter passions of war between
the states, has esized to change the
South's estimate of Abraham Lincoln
is one of the remarkable and one of the
most beautiful things in the ex-
perience of our country. In the South,
Lincoln has come to be accorded all
that is so justly due him as patriot
and statesman, standing for what was
fundamentally right when the great
issue of Union or no Union was de-
cided by war."

"In his day he was wise; he was pa-
tient, and he was right. He saw fur-
ther than those about him, and in
striking contrast to many who sur-
rounded him in those days, his mo-
tives were high and his purposes pure.
If this were not true it could
not be said even unto this day in the
South."

"The clouds have rolled away and
we have come to know each other
better."

"No North, no South, no East, no
West," expresses the sentiment which
is true today in a larger sense than
ever before. The war cemented the
nation and made perfect union not
possible under old conditions. The
South would not return to slavery, if it
could."

who had been in the family 'before the
war,' while her husband, "Uncle John," was
general utility man about the house."

The "colored" church was located in
a little town a few miles away, and
on a certain Sunday a noted colored
preacher was to hold forth, and Aunt
Jane was very anxious to go, so she
screamed up her courage and asked
Massa Armstrong's consent, which was
readily granted. The dinner was
prepared before she went, as she
would not return till late.

About ten o'clock in the evening
Mr. Armstrong was smoking out on
the veranda when Aunt Jane came up
the steps. He said to her:

"Well, Aunt Jane, you went to
church, how did you like the preach-
er?"

"Oh, Massa Armstrong he was the
greatest preacher I ever did hear. He
preached and he preached a mighty
sermon and Massa Armstrong you
ought to hear him pray. He prayed and
he prayed till he almost raise the
root. I nevah did heah no such
prayin'!"

As she passed into the house Uncle
John came up the steps, and Mr. Arm-
strong said:

"Well, Uncle John how did you like
the preacher?"

"Oh, Massa Armstrong, I liked him
fine. He preached and he preached
and Massa Armstrong you ought to
hear him pray. He prayed and he
prayed and Massa Armstrong he was
Lord for wine and honey and a lot
of things them darkies didn't know
Lord had."

Mr. Caperton was acquainted with
Bill Taylor, governor of Tennessee
for number of terms, and later elected
to the United States senate, when
he died. Governor Taylor was in
great demand as a lecturer. His
southern dialect stories made him fa-
mous. He used to tell one about old
Uncle Ephriam and the possum.

Uncle Eph, like all other darkies,
was very fond of possum. He lived in
little cabin in the woods and one
day he caught a nice, fat possum and
took him home to cook him. He gar-
nished the pan with a nice lot of sweet
potatoes with plenty of gravy, and
then put him in the oven and laid
down to take a nap while he was
cooking.

Before he went to sleep he solilo-
quized and said, "Now, I'm goin' to
eat dat possum twice. I'm jest goin'
to sleep and dream dat I ate dat pos-
sum and all dat gravy and nice sweet
potates, and den I'll get up and open
de oven door and take out dat pos-
sum and eat him sure enough, and
then he went to sleep.

About that time Sambo, another
darkey, came along and stopped near
the cabin when he got a whiff of the
savory possum, and said:

"How come, Uncle Eph must have
a possum?"

Then he stole up to the door, and
peering in saw Uncle Eph sound
asleep with the possum steaming in
the oven. Cautionly he crept in and
captured the possum and prepared to
make a meal while Uncle Eph snored
on, dreaming about the feast he was
to have.

Sambo picked the possum clean, ate
up the sweet potatoes and all the
gravy he could hold, and then looked
at Uncle Eph in his bed still snoring.
Then a happy thought struck him. He
gathered up the bones and carefully
scattered them around. Uncle Eph's
face, garnished with sweet potato
skins, rubbed a handful of gravy
over his mouth, and then stole away.

Promised Uncle Eph woke up.

Sniffed and said, "For de Lord's sake
dat possum do smell good!" Then he
put his hand up to his face and pick-
ed up a bone and said, "Dat sure
a possum bone and dat sure amater
skins. Then he smacked his lips and
said, "Dat sure am possum gravy, so
my dream sure come true. Now I get
up and eat him again."

Slowly he got to his feet and went
to the oven to find it empty. Then he
sat down on a bench and said, "How
come, I shore did eat dat possum, but
of all de possums I avah did eat dat
possum gives de least consolation to
my stomach of any possum I ever did
see."

And yet some people think that the
darkey has no sense of humor.

The Daily Novelette

TWO ORCHESTRAS.

"Do people really eat and dance
simultaneously, dear teacher?" asked
little Rollo. "And if they do, is it not
injurious to their digestion?"

He had just read the following
in great electric letters: "Bustenopen
Cafe. Dine While You Dance."

"Yes, Rollo," replied Mr. Proons,
"I have heard on good authority that
in such places as Bustenopen, while one
is not dancing and vice versa. And it
is, as you suggest, incompatible with
perfect digestion. I must confess,
Rollo, that it is one of the few phe-
nomena of life which really puzzle
me. Let us go in this self-styled
Bustenopen Cafe and learn by experi-
ence over the best way to learn."

And Rollo and Mr. Proons entered
the cafe and took seats at one of
a number of tables surrounding a dance
floor upon which couples, still chew-
ing were doing the Lame Man's
Lurch, the Kitchen Sink, the Pussy
Foot, Paddle and other rather old
fashioned dances, for it was not a
fashionable place.

Mr. Proons started, for his eye had
fallen on the menu and the following
items: "Bustenopen, \$3.25; kidney stew
with an onion, \$4—fresh, \$4.75; plain
hash, \$6."

"What'll ye have, gentes?" asked
a waiter.

"Air," said Mr. Proons briefly, as
more puzzled than ever, he led Rollo
out again and got him a cent's worth
of salted peanuts from a slot ma-
chine.

OLD STEEL TOOLS HAVE BIG VALUE

Minneapolis, Minn., Feb. 24.—Articles made of steel, bought
three years ago, may be sold
today for more than the original
purchase price, irrespective of
their depreciation in value.

George C. Gillett, a Minneapo-
lis steel man said today, in ex-
plaining the high cost of steel,

JOHN BULL SEEKING BUSINESS MEN AS CONSULS

London, Feb. 24.—In the reorganiza-
tion of the British consumer service
which is now being undertaken,
which will give to inducing business
men to enter this branch of the govern-
ment. It is said the war has

shown it to be imperative in the gov-
ernment's interests to have in the
service more business men with spe-
cial knowledge of the requirements of
British traders in the foreign ports
in which they may be accredited. A
committee of the foreign office is now

at work on the reorganization scheme.

On the Spur of the Moment ROY K. MOULTON

THE WAY IT GOES.
Wherever one is working,
Whatever be his chore, he
Will always find that he can
pick.

If fret he must, a cause to kick
It is the same old story.
And at your very office,
Though you may boss or clerk
there.

Most every day shall things arise
That make you want to curse the
guys.

The trials as well, who work there.

Perhaps you think the treatment
You get is rather shoddy.

Perhaps your boss, he doesn't
know.

Your actual worth, you think,
but so

Does almost everybody!

An office free of fretting,
Of any little spleen, it
Is possible there's such, altho
Just where it is we'd like to know.
Nobody's ever seen it!

HAPPY THOUGHT.
And never does the moss-covered
stone ever get anywhere.

Health Hint.
Walking on an empty
Stomach and alone,
That is good—but always
Walk upon your own.

We Always Thought So!
The Man Who Likes His Hat off
in the "Boy Town" was talking to the
Man Who Likes to Talk to Conductors.
They had been chatting pleasantly for
some while. Oddly enough the topic
of mules came up.

"I remember," began the first Man
What, a mule we used to have around
the place when I was a lad. Will
ever forget him! I once caused this
old mule an annoyance. I took

him to tickle his feet with a
switch." He burst forth into hearty

"Kicked you in the head, of course!"
said the second Man Who joining the
first in hearty merriment. "Will you
believe it? The same thing happened to
me!" They laughed together for
some while.

"Yes, indeed.
"What, and now great the virtue and
the art,
To live on little with a cheerful
heart,
—Pope. With a cheerful heart or
not, today
We have to live on little anyway.

Cold Baths.

Cold baths may or may not agree
with you, depending in a measure on
whether or not you take them. To
take cold baths is important to
remember that the reaction is the
thing. Your cold bath is a failure if
you don't have a reaction. To pro-
duce the proper healthful glow rub
your back vigorously against the
door-jam at the same time applying
briskly to the skin a bit of oil, mal-
ting or a stout whisk-broom. In
particular for a woman it is well to
reach a bottle of smelling salts and a pul-
motor. The cold bath is more bene-
ficial if one can take it without going
under an anaesthetic. There is a
class of persons who take cold baths
in the coldest weather and have the
poor taste to tell about it. They like
to make it appear that they are real
chumby with cold baths. They let
on that the were born taking cold
baths. Most of us hope they will die
that way, anyhow.

ATTENDED SESSIONS
OF COMMERCE MEET

Several from Janesville Were Present
at Industrial Congress Held This
Week at Madison.

Several from Janesville attended
the sessions of the industrial congress
held this week at Madison. Secretary
W. R. Kuhn, the Commercial club
was present at most of the meetings
of the Badger Commercial secretaries
convention which was held in connec-
tion with the conference. A dozen
Janesville business men attended the
meetings.

Among the addresses given was a
paper by Charles E. Noyes, secretary
of the West Allis Commercial club,
former Janesville young man, which
advocated a membership fee of \$25
as standard for commercial organiza-
tions in cities over 10,000 population.

A resume of Noyes' investiga-
tions follows:

"A commercial organization can do
more constructive work when it con-
fines its membership to the individ-
uals who appreciate what value
a chamber of commerce can add to a
community and that can only appre-
ciate that value when they have made
an investment that is an investment,
not a donation. If a man has made
an investment of a fair sum, he can
be depended upon to take an active
interest in the affairs of his organiza-
tion.

"Dues should be high enough to
keep out the undesirable individual
and low enough to admit the man who
knows what a commercial organiza-
tion can do for the community. Sec-
retaries seem to agree that a commer-
cial body can be too democratic, and
by establishing a relatively high fee
basis as the minimum fee and applying
the plural membership principle,
an organization is able to maintain
efficiency and be productive of good
results.

Representative of the American
Chamber of Commerce in Milwaukee
stated that about 80 per cent of all the
commercial organizations in this country
have already established in their re-
spective bodies the \$25 minimum due
principle because they believe it is
the best rate. This seems to prove
that cities over 10,000 are establishing
higher dues, and that there is a
general tendency in the country to
raise dues.

"It is a good idea to have a
standardized minimum fee of \$25 per
year."

If a man knows what a com-
mercial organization is, its history, what
it has done, what it is doing, and
what it can do, he must know the
intrinsic value of such an organized
body, and of its benefit to the com-
munity.

It is a good idea to have a
standardized minimum fee of \$25

Heart and Home Problems

By Mrs. Elizabeth Thompson

Letters may be addressed to Mrs. Thompson, in care of The Gazette.

Mrs. Thompson: (1) I am sixteen and go with a boy who lives in a different town who comes to see me every two weeks. He always brings me candy or music and I would rather have a bunch of flowers occasionally. How can I give him a hint that I would rather have flowers?

(2) The other evening I asked a Catholic boy friend to call and he said he would. But instead he went past my home to another house in the neighborhood to play cards. Should I have anything more to do with him?

(3) I have a boy chum who is not in my class at school, but he goes with a girl in my class. He really doesn't get to see her much, so she asks me to make dates with her for him. Should I?

(4) Yes, you might tell him something when you have the opportunity to do so tactfully that you love flowers. Anything more than that would be too broad a hint, I am afraid.

(5) Speak to him tactfully when you meet him. But do not ask him to come again until he gives you the explanation which he plainly owes you.

(6) Surely if he has to do so he can find a way to make his own dates by telephone or mail or by making a point of meeting her. Anyway, I would make him do so if I were you, for you would only lower yourself carrying messages back and forth.

(7) When a man calls evenings should be or I mention first about his leaving?

Answer—Today.
Skating After Operation.
I underwent an operation for appendicitis four months ago, and would like to know if skating and tobogganing are too strenuous sports for me?

Answer—Not at all.

Household Hints

LENTEN DISHES.

Salmon Curry—Cook salmon, flaked, one small onion minced, two tablespoons butter, two tablespoons flour, one teaspoon curry powder, one teaspoon lemon juice, one cup milk, and the liquid drained from salmon.

Melt butter in small sauce pan, add onion, cook without browning until onion is tender; add curry powder and flour, stir two minutes over fire. Add milk and fish liquid and boil. If sauce is hot. Have the fish flaked, strain over the sauce, add salmon and add the hot sauce. Stir until thoroughly heated. Serve hot with boiled rice. A fine dish for Lent.

Baked Salmon—One can salmon, one egg, one-half cup sweet milk, one large tablespoon melted butter, twelve crackers rolled finely.

Beat eggs and add milk. Remove bones from salmon and shred fine.

Mix together the egg, milk, salmon, cracker crumbs and melted butter. Season with salt to taste. Put in baking dish, uncovered, and bake slowly one-half to three-fourths hour. Serve hot, or cold sliced as a luncheon dish. Serves six people generously.

Fish Cutlets—One can cold cooked fish, one-half cup cold cooked butter, one-half cup flour, one large tablespoon melted butter, twelve crackers rolled finely.

Beat eggs and add milk. Remove bones from salmon and shred fine.

Mix together the egg, milk, salmon, cracker crumbs and melted butter.

Season with salt to taste. Put in baking dish, uncovered, and bake slowly one-half to three-fourths hour. Serve hot, or cold sliced as a luncheon dish. Serves six people generously.

Engagements.

Instantly I was wider awake and

SIDE TALKS By RUTH CAMERON

AFRID IN THE DARK

There are two ways of being afraid in the dark. One is the child's way. He is afraid of hob goblins and boogies men in the dark corners.

The other less recognized, but just as poignant kind of fear is the grown-up unreasoning fear of the future, or of what he thinks will be.

The grown-up may no longer see hobgoblins in the corners when he wakes up in the night, but he sees all sorts of hobgoblin difficulties and boogies men dangers in his path of life.

It is really uncanny how night can convert the most distant possibility into a gloomy probability, or a molehill difficulty into a mountain of trouble.

The other night I woke up some where in the wee small hours with a pain in my shoulder. In the daytime I should have thought nothing of it. As it was, I felt quite comforted that my old and dear old enemy neutrino was about to make an attack upon me and I only cringed before that hobgoblin.

I rehearsed all the horrors of the one attack that has given me my fear of it. Then the fact that I had two engagements for the morrow popped into my mind.

What Shall I Do About These Engagements?

Instantly I was wider awake and

more nervous than ever. If I kept the engagements I might bring the neutrino on. I might keep one and let the other go. No, that did not do the other person would be sure to hear of it and be indignant. "If

he thinks that second engagement she will think I'm sneaky because I broke one before on account of a cold," I mused. (I am one of those fool people who let what I think other people think of me make me uncomfortable even when I am justified in my own mind.)

And then by-and-by I wake up with a start of surprise. I must have fallen asleep and it is morning and the sun is shining. I stretch my shoulder gingerly. It isn't as bad after all. Half an hour later I am purring brightly over a cup of coffee and planning a new engagement on top of the other two.

Things Look Utterly Different
My whole life has taken on an entirely different complexion.

Truly the hardest things to bear are the things that never come, especially when you think it cannot at night.

Night seems to loom in the fibitions of common sense.

Now—Tell yourself the next time you wake up in the night and begin to worry that things will look very different in the morning.

(But I'm awfully afraid you won't believe it.)

First Presbyterian Church.
First Presbyterian church—Corner of Jackson and Wall streets. Rev. John A. Stemen, minister.

Sunday school at 9:45, followed by public preaching service at 10:45. Subject: "The Symmetry of Life."

Christian Endeavor at 6:30 p. m.

Evening hour of worship at 7:30.

Sunday school at 12 a. m.

Junior League, 2:30 p. m.

Epsworth League, 6:30 p. m. The topic will be "The Marks of a Christian."

Evening service, 7:30 p. m. Sermon by Dr. J. T. Lee.

Everyone cordially invited to attend these services.

Christian Science Church.

First Church of Christ, 323 Pleasant street.

Sunday school, 9:30 a. m.

Morning sermon, 10:15 a. m.

Wednesday evening services, 7:45 p. m.

Subject of Lesson Sunday morning, "Mind."

Reading room 503 Jackman block.

Open daily, except Sundays and holidays, from 12 to 3 p. m.

St. Patrick's Church.

St. Patrick's Roman Catholic church.

First mass, 8:30 a. m.; second mass, 10:30 a. m.; vespers, 7:30 p. m. Rev. Wm. Goebel, pastor.

St. Peter's English Lutheran Church.

St. Peter's English Lutheran church.

Corner Jackson and Center streets. Dr. Joseph Stump, acting pastor.

Sunday school: 9:45 a. m.

Main service: 11:00 a. m.

Catechetical classes at 2:00 and 3:00 p. m. on Sunday.

All are welcome.

United Brethren Church.

Richards' Memorial United Brethren church—C. E. Ashcraft, pastor.

The monthly meeting of the official church Saturday at 7:30 p. m.

Sunday school at 10:00 a. m.

Preaching by pastor at 11:00 a. m.

Subject: "Education and Its Relation to Certain Essential Vitalizing Elements Called Proteins."

Judson Endeavor at 8:00 p. m.

Senior Endeavor at 6:30 p. m.

Preaching at 7:30. Subject: "College Education in Non-Christian Lands." All are invited.

First Baptist Church.

First Baptist church—Corner Pleasant and Jackson streets. Raymond L. Pierson, pastor. Residence, 402 North Hill street.

If you are a stranger or have no church home we invite you to worship with us.

Sunday services:

9:45 a. m.—Bible school. Classes for all.

10:15 a. m.—Morning worship and preaching service. Subject: "Cost, Condition and Compensations of Discipleship."

6:00 p. m.—Junior society.

7:30 p. m.—Evening praise and preaching service. Subject: "The Men Who Is Too Busy."

Monday, 7:30—C. E. society will meet at the parsonage.

Thursday, 7:30 p. m.—Mid-week prayer and conference meeting. Subject: "Prayer and God's Goodness."

THIRTY DAY SENTENCE FOR STEALING WHISKEY

BY ASSOCIATED PRESS

La Crosse, Wis., Feb. 24.—"Judge, I needed the whiskey awfully bad, so I stole it," said Charles Anderson, in county court. "Well, it is too bad to sentence you for stealing necessities of life, but—Thirty days," said the judge,

On Tuesday evening a very elaborate dinner party was given by the class which has been taking the domestic science course at the evening school. There are twenty young ladies in the class taking the cooking lessons which has been taught by Miss Nellie Cronin. As practical work is the idea in all these lessons, there has been the aim of the class to show what they have learned in a series of parties, breakfast and luncheon have already been given with appropriate menus and decorations. The dinner party on Tuesday was the last and most complete event of their season's work. The place cards and favors were made by the young ladies themselves.

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HEART OF THE SUNSET

By REX BEACH
Author of "The Spoilers," "The Iron Trail," "The Silver Horde," Etc.

Copyright by Warner & Brothers
CHAPTER IV.

At Las Palmas.

Although the lower counties of southwest Texas are flat and badly watered, they possess a rich soil. They are favored, too, by a kindly climate, subtropical in its mildness. The Rio Grande, boundless, erratic as an invalid, wrings its saffron blood from the clay bluffs and gravel canyons of the hill country, but near its estuary winds quietly through a low coastal plain which the very impurities of that blood have richened. Here the river's banks are smothered in thickets of huisache, ebony, mesquite, oak and alamo.

Railroads are so scarce along this division of the border that to travel from Brownsville north along the international line one must, for several hundred miles, avail oneself of horses, mules or moseys, since rail transportation is almost lacking. And on his way, the traveler will traverse whole counties where the houses are Jacobs, where English is a foreign tongue, and

where peons plow their fields with crooked sticks as did the ancient Egyptians.

The part of the state which lies below the Nueces river was for a time disputed territory, and long after Texas had given their lives to drive the eagle of Mexico across the Rio Grande much of it remained a forbidden land.

Even today it is alien. It is a part of our Southwest, but a South different to any other that we have. Within it there are no blacks, and yet the whites number but one in twenty. The rest are swarthy, black-haired men who speak the Spanish tongue and whose citizenship is mostly a matter of form.

The stockmen, pushing ahead of the musters and the tillers of the soil, were the first to invade the lower Rio Grande, and among these "Old Ed" Austin was a pioneer. Like the other cattle barons, he was hungry for land, and took it where or how he could. Those were crude old days; the pioneers who pushed their herds into the far pastures were lawless fellows, ruthless, acquisitive, mastered by the empire-builder's urge for acres and still more acres.

As other ranches grew under the hands of such unregenerate owners, so also under "Old Ed" Austin's management did Las Palmas increase and prosper. It comprised an expanse of rich river-land backed by miles of range where "Box A" cattle lived and brood. In his later years when the old man handed Las Palmas to his son, "Young Ed" as a wedding gift, the ranch was known far and wide for its size and richness. Las Palmas had changed greatly since Austin, senior, patiently scrawled his slanting signature to the deed. It was a different bunch now to what the old man had known; indeed, it was doubtful if he would have recognized it, for even the house was new.

Alaire had some such thought in mind as she rode up to the gate on the afternoon following her departure from the water hole, and she felt a thrill of pride at the acres of sprouting corn, the dense green field of alfalfa so nicely fitted between their fences. They were like clean, green squares of matting spread for the feet of summer.

A Mexican boy came running to care for her horse, a Mexican woman greeted her as she entered the wide, cool hall and went to her room. Dolores fixed a bath and laid out clean clothes with a running accompaniment of chatter concerned with household affairs. She was a great gossip, and possessed such a talent for gaining information that through her husband, Benito, the range boss, she was able to keep her mistress in fairly intimate touch with ranch matters.

Alaire, as she languorously dressed herself, acknowledged that it was good to feel the physical comforts of her own house, even though her homecoming gave her no especial joy. She made a religious practice to dress for dinner regardless of Ed's presence, though often for weeks at a time she sat in solitary state, presiding over an empty table. Tonight, Ed was at home. It was with a grave preoccupation that she made herself ready to meet him.

In the dining room, Ed acknowledged his wife's entrance with a careless nod, but did not trouble to remove his hands from his pockets. As he seated himself heavily at the table and with unsteady fingers shook the folds from his napkin, he said:

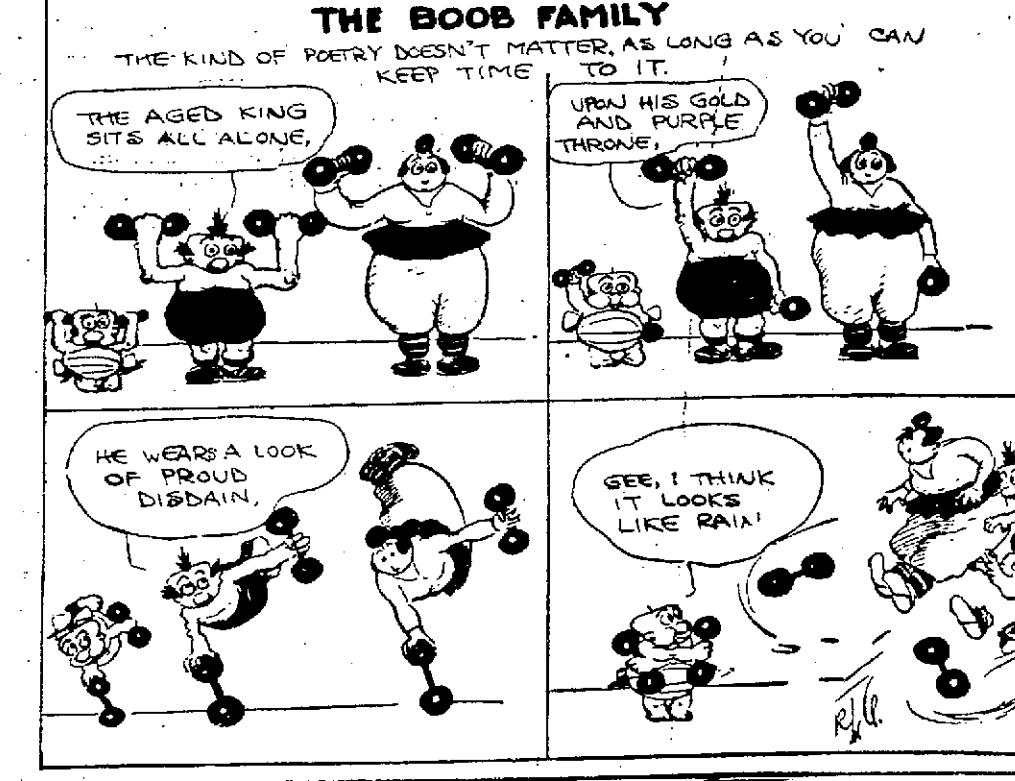
"You stayed longer than you intended. Um-m—you were gone three days, weren't you?"

"Four days," Alaire told him, realizing with a little inward start how very far apart she and Ed had drifted. She looked at him curiously for an instant, wondering if he really could be her husband, or—if he were not some peculiarly disagreeable stranger.

Ed had been a handsome boy, but he was growing fat from drink and soft from idleness; his face was too full, his eyes too sluggish; there was an unhealthy redness in his cheeks. In contrast to his wife's semi-formal dress, he was unkempt—unshaven and soiled. His preparations for dinner this evening had been characteristically simple; he had drunk three dry cocktails and flung his sombrero into a corner.

"I've been busy while you were gone," he announced. "Bent down to the pump house every day laying that new intake. It was a nasty job, too,

DOUGLAS, SWEEP OUT PADDED CELL 9375.



I had邀請 a cabrito for my lunch, and it was good, but I'm hungry again." Austin attacked his meal with an enthusiasm strange in him. He was a heavy and a constant drinker at all times. What little exercise he took was upon the back of a horse, and, as no one knew better than his wife, the physical powers he once had were rapidly deteriorating.

By and by he inquired vaguely, "Let's see. . . . Where did you go this time?"

"I went up to look over the Ygnacio tract."

"Oh, yes. Think you'll lease it?"

"I don't know. I must find some place for those La Feria cattle."

Austin shook his head. "Better leave 'em where they are, until the rebels take that country. I stand mighty well with them."

"That's the trouble," Alaire told him. "You stand too well—so well that I want to get my stock out of federal territory as soon as possible."

Ed shrugged carelessly. "Suit yourself; they're your cows."

The meal went on with a desultory flow of small talk, during which the husband indulged his thirst; freely Alaire told him about the accident to her horse and the unpleasant ordeal she had suffered in the mesquite.

"Lucky you found somebody at the water hole," Ed commented. "Who was this ranger? Never heard of the fellow," he commented on the name.

"The rangers are nothing like they used to be."

"This fellow would do credit to any organization." As Alaire described how expeditiously Law had made his arrest and handed his man, her husband showed interest.

"Nicholas Aran, eh?" said he. "Who was his compadre?"

"Panfilo Sanchez."

Ed started. "That's strange! They must have met accidentally."

"So they both declared. Why did you let Panfilo go?"

"We didn't need him here, and he was too good a man to lose, so—" Ed

was apoplectic with rage. "The title is in my name. How could be make me do anything?"

"Nobody could force you," his wife said, quietly. "You are still enough of a man to keep your word, I believe, so long as I observe my part of our bargain?"

Ed, slightly mollified, agreed. "Of course I am; I never Welch'd. But I won't be treated as an incompetent, and I'm tired of these eternal wrangles and janglles."

"You have Welch'd."

"Eh?" Austin frowned belligerently.

"I agree to go away when you eat your appetite coming on, and you promised to live clean, at least around home."

"Well?"

Alaire went on in a lifeless tone that covered the seething emotions within her. "I never inquire into your actions at San Antonio or other large cities, although of course I have ears and I can't help hearing about them; but those border towns are home to us, and people know me. I won't be humiliated more than I am; public pity is hard enough to bear. I've about reached the breaking point."

"Indeed?" Austin leaned forward, his eyes inflamed. His tone was raised, heedless of possible eavesdroppers. "Then why don't you end it? Why don't you divorce me? I never seen anything of you. You have your part of the house and I have mine; all we share in common is meal hours, and—

(TO BE CONTINUED.)

my club." He glowered after his wife as she left the room. Then, still scowling, he lurched out to the gallery where the breeze was blowing, and hung himself into a chair.

* * * *

Ed's marriage to Alaire had been inevitable. They had been playmates, and their parents had considered the union a consummation of their own lifelong friendship. Upon her mother's death Alaire had been sent abroad, and there she remained while "Young Ed" attended an eastern college. For any child the experience would have been a lonesome one, and through it the motherless Texas girl had grown into an imaginative, sentimental person, living in a make-believe world, peopled for the most part, with the best remembered figures of romance and fiction. There were, of course, some few flesh-and-blood heroes among the rest, and of these the finest and the noblest had been "Young Ed" Austin, who had attended an eastern college. For any child the experience would have been a lonesome one, and through it the motherless Texas girl had grown into an imaginative, sentimental person, living in a make-believe world, peopled for the most part, with the best remembered figures of romance and fiction. There were, of course, some few flesh-and-blood heroes among the rest, and of these the finest and the noblest had been "Young Ed" Austin,

Saturday, Feb. 22.—Quite a number from here attended the funeral of the late Ross S. Paynter, a former Center boy, which was held from the home of his parents in Footville Tuesday afternoon at one o'clock. The deceased was born and lived here his entire life, until four years ago, when he moved to Footville to make his fortune. The past two years he resided in Rockford, Ill., where he died Feb. 17. The wife, parents, sisters and brother especially have the sincere sympathy of their old Center friends and neighbors in their sad affliction.

Saturday, Feb. 22.—Miss McWilliams was a Sunday visitor at the Roherty home.

CAINVILLE CENTER

Cainville, Center, Feb. 22.—Quite a number from here attended the funeral of little Everett Triplek Wednesday at Footville. The services were conducted by Elder W. G. Bird of the Magnolia A. C. church, assisted by Elder J. W. Larrimore of Footville.

The song services were rendered by Mrs. T. M. Harper, Justin Casey, Glenn Klusmeyer, Fred Miller and Homer Gandy.

Mr. and Mrs. Wilbur Andrew attended the funeral of Ross Poynter Tuesday.

All the people from this vicinity who attended the following parties, viz.: J. Condon's Thursday night, Chas. Huff's Saturday night and P. Barrett's Monday night report a fine time.

The men are not so badly rushed now. They do attend the auction sales, the church parties are no more since Lent began.

Last Monday night at the home of Mrs. O'Neill a party was given in honor of her son, Joseph, before his departure for Montana. Progressive cinch was the order of the evening. Honors were won by Miss Celia Reilly and Mrs. Joseph Wheeler. Frank Ford and Walter Churchill. The two friends of Joseph will eagerly wait for his return to Wisconsin next winter.

CONVICTED OF TREASON, GERMANS BAR LAWYER

SPECIAL TO THE GAZETTE!

Berlin, Feb. 23.—In line with similar steps that have been taken elsewhere the arrest and conviction of the Karl J. Klemmer on the charge of attempting to overthrow the government of Germany.

Perry Beals returned home Wednesday from Mount Clemens, Mich., quite improved in health.

Miss Cora Drefahl is visiting friends in Madison for a few days.

Eva and Ella Townsend enjoyed a day's vacation at home the 22nd.

BROOKLYN

Brooklyn, Feb. 23.—Mr. and Mrs. P. Hayes were Madison visitors Wednesday.

Mr. and Mrs. Spencer Milbrandt and little daughter have been spending a few days at the home of their aunt, Mrs. Charles Petersen.

Miss Dorothy Hubbard of Beloit spent the first of the week at the home of Mr. and Mrs. Delbert Smith.

M. E. Fawcett was a Madison visitor last Saturday.

Mr. Frank Gretzmaier has been visiting relatives in Brodhead.

Mrs. Louis Reese is visiting relatives in Brodhead.

Will Rauschen of Madison, spent Sunday with relatives in this vicinity.

John Ames of Oregon, is visiting at the home of his son, F. M. Ames and family.

Mrs. Frank De Remer was a Janesville visitor Tuesday.

Mrs. Edna Norton of Evansville, visited friends in town Tuesday.

Mrs. Bertha Bell was an Evansville visitor Wednesday.

Henry Conroy of Woodstock, Ill., is visiting at the home of his sister, Mrs. M. C. Peterson.

Miss Anna Durnell of Madison, has been a guest at the home of Mr. and Mrs. L. C. Baldwin.

Frank Gretzmaier was in Madison on business Tuesday.

Mrs. Arthur Tappan and little son of South Madison, spent Tuesday at the L. T. Armstrong home.

NORTH CENTER

North Center, Feb. 22.—Elli Fish of Janesville was here to attend the sale of A. Churchill's Monday.

William Ford and brother, Edwin, have been using the sawing outfit in Porter this week.

Frank Blenash delivered his tobacco to Edgerton parties last week.

Miss Edna Churchill was a guest at the home of H. Hensel recently.

Mr. and Mrs. George Kettic attended the wedding of the former's sister on Thursday.

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ACT QUICKLY

Delay Has Been Dangerous in Janesville.

Do the right thing at the right time.

Act quickly in time of danger.

In time of kidney danger Doan's Kidney Pills are most effective.

Plenty of Janesville evidence of their worth.

Lewis Gower, decorator, 121 Mineral Point Ave., Janesville, says:

"Handling paints and turpentine probably started my kidney trouble and I had severe pains through my loins.

When I bent over, I had trouble in straightening again and my kidneys acted irregularly. It is also possible that riding a bicycle had something to do with bringing on the backache.

Doan's Kidney Pills cured me."

Price 50¢ at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that cured Mr. Gower. Foster-Mitburn Co. Props., Buffalo, N. Y.

\$1000

Nearly \$1000 Cash Invested by Collins The Fox Man in Wisconsin Daily League publicity in the last few months.

This from Dr. Collins' recent letter: "We certainly have received value for every dollar spent with the WISCONSIN DAILY LEAGUE and I can assure you, you will not be forgotten in our advertising this year. * * * As soon as our plans are completed you will hear from us in regard to advertising in the League papers."

The stupendous task of talking directly into the homes of the thousands of worth-while people today or any day, at practically a moment's notice, in this great state, is so completely filled by this Wisconsin Daily League that many people are taking advantage of this quick method to business.

Estimates on your plans and advice on how best to handle your campaign will be given for the asking, send to any of these papers or to the secretary.



Hints to Home Builders



"The best protection for a country is common sense statesmanship; the best protection for a home is comfortable furniture," says the Old Philosopher. A Dutch Kitchenet placed in your home makes kitchen work easier because of the large number of practical conveniences on it. It replaces pantry and table.

Step into our store and let us demonstrate to you that a



surpasses all other cabinets.

FRANK D. KIMBALL

H. L. McNAMARA

Metal Lath and Re-Inforcing For All Forms of Concrete and Cement Work

Special Representatives of the General Fireproofing Company

CITY GAS IN COUNTRY HOMES

If you are planning to build a home in the country it will pay you to INVESTIGATE BLAU-GAS.

Demonstration can be arranged in your present home at any time.

BLAU-GAS is easily handled with perfect safety for lighting or cooking and is non-asphyxiating. Write for booklet.

C. E. COCHRANE & CO.
Court Street Bridge, Janesville, Wis.

SHRUBBERY

Make your HOUSE a HOME by planting shrubs, trees and vines. Let us help you plan your home grounds.

OUR PRICE LIST IS FREE and gives you a lot of information about planting things.

SIXTY-THIRD YEAR.

Drop a card or call Bell phone 298.

KELLOGG'S NURSERY

Box 529, Janesville, Wis.

A Paint Shop For Everybody

We carry the finest kind of a stock of ready mixed paints and all painting accessories. Our service is high grade and we can give you valuable information about painting. When you want to buy paint, varnish, brushes, etc., try this retail paint store.

S. HUTCHINSON & SONS
Paint Store. "Over 56 Years of Knowing How." E. Milw. St.

Electricity For Every Farm

Dico-Light gives light for the ordinary farm at a cost of 5¢ per day. It is a complete electric plant—gas engine and dynamo. A child can operate it. Starts itself on a turn of a switch, stops automatically when batteries are full. Complete information by writing.

Modern Power Appliance Co.

W. F. STEVENS, Dist. Mgr.
Rock Co., White 1088. 418 North Bluff Street.



**SOME HOME!
SOME FURNITURE!**

When your home is furnished in such a manner as to make it attractive to every member of the family, creating an atmosphere of contentment and pleasure which they seek, rather than other atmospheres and other pleasures, then you have some home and some furniture.

Our furniture will add to the appearance of your home, multiply its attractions, and the sum subtracted from your purse or bank account will not exceed the actual value of the goods purchased.

W. H. ASHCRAFT

Furniture, Rugs, Undertaking. 104 W. Milw. St.



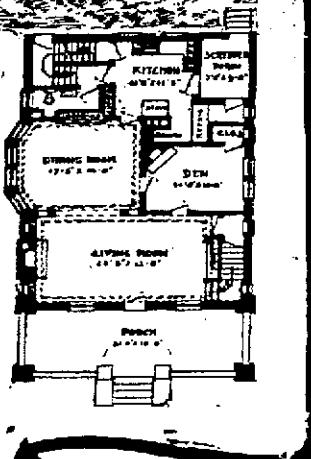
Your Dream of a Home

Can be more easily and more quickly realized if you will come and talk with us about your plans.

For instance, we show here the first floor plan and an outside view of a very attractive bungalow style of house. This will make you a delightful home.

There is a cozy seat by the stairs in the large living room, a built-in sideboard in the dining room, and a fine sleeping porch on the second floor.

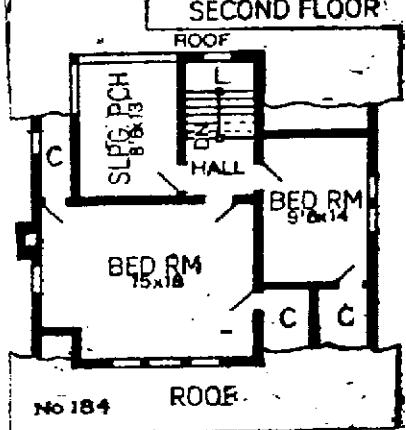
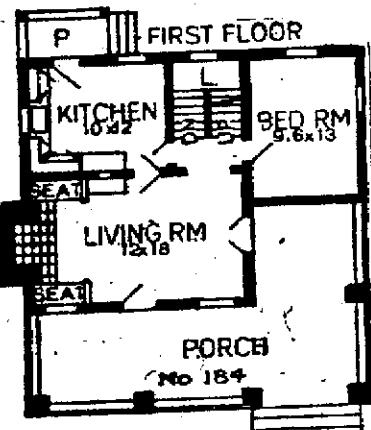
You ought to see the second floor plan. Come in and let us show you this and other designs. Ask us to show you Design C-8.



FIFIELD LUMBER COMPANY
Both Phones 109

Home of Character No. 184

*A Small Summer Cottage—
By John Henry Newson.*



In this design the artistic possibilities of a small home or cottage are shown. The side walls are carried out in wide siding, a feature so often used in our designs because of the broad effect which is given by this material, with a shingle roof and the foundation of stone, concrete block or brick.

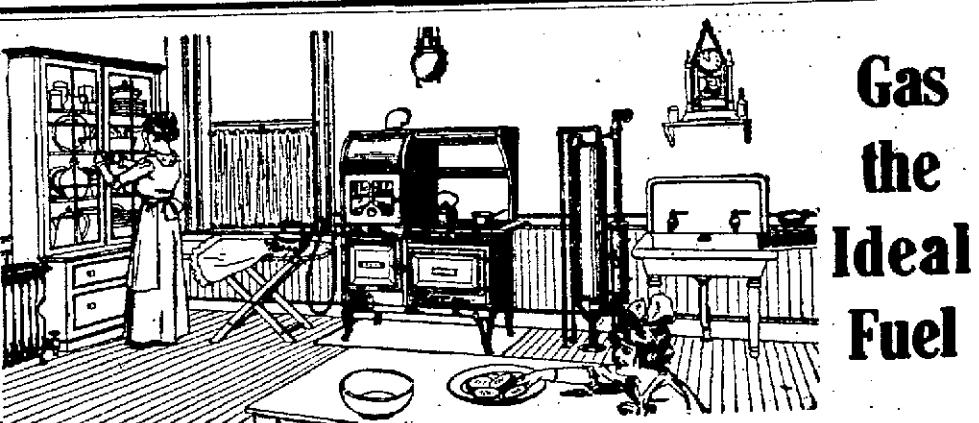
The 1st floor provides for a combination living and dining room, a kitchen and bedroom. Two bedrooms are provided on the second floor with an open air sleeping porch. Each room has an ample closet and the entire plan and exterior is admirably suited for seashore cottage or summer home use.

The bedroom on first floor can be changed into a dining room if desired, and a bathroom installed on second floor, both of which changes would be desirable if the house is intended for all year round use. This cottage 29x24 feet could be built for from \$800 to \$1200, depending on equipment and grade of materials used.

Gazette readers are welcome to further information concerning these plans—address all inquiries to "John Henry Newson, Homes of Character Dept." The Gazette.

CLIP THIS PAGE AND SAVE FOR REFERENCE.

Gas the Ideal Fuel



Gas the Ideal Fuel

The Most Important Room In the House Is the Kitchen

The housewife spends most of her time in the kitchen. Her work is really drudgery unless that room is well arranged and equipped with sanitary, labor saving gas appliances. Then work becomes a pleasure.

Examine our gas ranges, water heaters, irons and lights—then be sure to specify an All-Gas-Kitchen.

New Gas Light Company

Both Phones 113.

The J.P. CULLEN CO.

Manufacturers of Fine Interior Finish and Cabinet Work

Contractors For All Types of Buildings, Large and Small

Have Us Figure With You On Any Work You May Have In Mind. Jobbing Promptly Attended To

Why a Beautiful House Without Beautiful Grounds?

Many a home-builder will have erected a beautiful, substantial home and never give a thought to how the grounds around the house are going to look. And yet there's nothing more attractive than a beautiful home with well kept grounds. Our Landscape Gardening department would be glad to give you some interesting information about Landscape Gardening.

Janesville Floral Company

50 South Main St.

J. E. KENNEDY

Real Estate and Fire Insurance

Office In Sutherland Block On the Bridge

Electrical Fixtures For the New Home

These are not unimportant as a great deal of the harmonious effect of decorating depends upon the selection of the right fixtures. Let me help you out on this proposition. A very wide choice of selection is possible from my stock.

F. A. ALBRECHT

"A Little Shop Offering Intelligent Service"
Electric Wiring and Fixtures
58 South Main St. Both phones.

E. E. VAN POOL

Builds Houses—That's Enough

17N. River St. Both Phones

Building With Brick Now the Vogue

And a right good vogue it is. Not only does brick make the most attractive kind of exterior, but it is safer, reduces insurance premiums, cannot decay and makes a warmer house in winter and cooler in summer.

We will be glad to supply any information you may desire about brick. Booklets on request.

JANESVILLE BRICK COMPANY

Freese Bros., Proprietors. 1725 Pleasant St.

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For the benefit of our readers The Daily Gazette, during the next six months will conduct an Advisory Bureau for prospective home builders, in connection with the advertisers listed on this page.

All that is necessary for you, who are contemplating the building of a home, and desire information regarding the various processes involved, is to write a letter to "The Advisory Bureau" of the Janesville Daily Gazette and this information will be furnished you gratis by our "Homes of Character" advertisers.

There is absolutely no charge for this service. Many of these building firms have issued handsome booklets and pamphlets telling about the particular thing they feature. Any of them will be glad to mail their literature to you.

Janeville Gazette

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CONTRACT RATES furnished on application at the office. All Wards Ads must be paid in advance. The Commercial and Tailor Ward Ads must be accompanied with cash, full payment for each ad. Count the words carefully and charge in accordance with above rates. The Gazette reserves the right to classify and accept according to its own rules and standards.

ADVERTISE YOUR WANT ADS when it is convenient to do so. This is an accommodation service. The Gazette expects payment upon receipt of bill.

The City Directory or Telephone number must send cash with their advertising.

Beth Phones 772 rings.

LOST AND FOUND
DOTTED—Strayed to my premises. Small, yellow dog with collar. Owner call Bell phone 989 or R. C. 399.

FOUNTAIN PEN—Purple, with white monogram, lost Thursday night.

Please return to the Gazette office. Reward.

FEMALE HELP WANTED
CHAMBER MAID, kitchen girls, housekeepers, private houses and hotels. Mrs. E. McCarthy, licensed agent. Both phones.

GIRLS—16 years or over at Jones Dyeing and Bleach Works.

GUARD for general housework. No laundry. 424 N. Washington. R. C. phone 912 Black.

GIRL wanted at once at the Troy Steam Laundry.

WILS wanted—At the Janeville Art and Overall Company, 214 N. Franklin St.

GIRLS—Wanted, ten at once. Steady work, good wages. Janeville Paper Box Co.

HOLY WORK—Competent girl for general housework. W. A. Munn, 527 S. Main Street.

HOUSEWORK—Wanted, neat and capable maid for general housework, with or without washing. Mrs. Robert Sheep, corner Rollin and Head Streets, Edgerton, Wisconsin.

KITCHEN GIRL and chamber maid wanted at the Grand Hotel.

KITCHEN GIRLS, private houses, hotel. Mrs. E. McCarthy, licensed agent. Both phones.

SALES LADY—Between age of 23 and 35 interested in earning money by selling high grade articles and making nearly 50% profit. I want an energetic woman of character and high reputation for Janeville. A personal interview is essential. You can earn a splendid income. I represent "The House of Royle," Cleveland. Call tonight, Saturday or Monday. Mrs. Cronkhite at Mrs. Smith's residence, 217 Dodge St. No telephone calls answered.

MALE HELP WANTED
AMBITIOUS young man about 22 years old, desirous of learning the trade business with established store; ability will be recognized and opportunity for advancement is open. Address in own hand writing giving name, address and present employment. Write to "Employment Office" Gazette.

BOY over 18 to work in Bread Department. Apply to person. Colvin's Baking Co.

BOY'S WANTED—Over 16 years, to work on platen presses. Printing Dept., Gazette Printing Co.

FARM WORK—Married man to work on farm. Dexter Gray, Milton, Wisconsin.

YOUNG MAN to clerk in grocery store. Must have experience. Address "Clerk," care Gazette, giving age, present employment, references.

HELP, MALE AND FEMALE
BOOKKEEPING—Learn at home. Educate yourself for a better position. Many opportunities. Easy to learn. Write Brown's Correspondence School, 1117 Elm, Rockford, Illinois.

GRILS and young men, several, at once, over 18 years of age. Steady work and good wages. Rock River Woolen Mills.

SHOE MAKERS wanted for turn and second turn lasts on ladies' shoes. Steady work and good pay. App'd Rich Shoe Company, Chicago and Milwaukee Sts., Milwaukee, Wisconsin.

WORK—if you are seeking a position in Janeville, the your application with the secretary of the Commercial Club.

AGENTS AND SALESMEN
SALESMAN WANTED to represent Illinois concern in this city. Must give references and bond if required. Address State Mgr., 1211 Majestic Bldg., Milwaukee, Wis.

LIGHT HOUSEKEEPING ROOMS
MAIN ST., S., 338—Modern furnished apartment. Bell phone 104.

PLEASANT ST., 1012—Two or three rooms, furnished or unfurnished for light housekeeping. Bell phone 2128.

LIVESTOCK AND VEHICLES
COWS for sale to make room. One Guernsey cow with heifer calf. One grade Guernsey cow, your choice of seven. One registered Guernsey cow, your choice of five; all in the advance register. Two registered Guernsey bull calves. 532 S. Main St. Roy Bates, Mgr.

FAMILY HORSE, buggy, harness for sale cheap. 402 W. Milwaukee St.

LINGS, two—4 and 5 years; broke and sound; three Holstein cows and two heifers due to calve in March. 10 head of high grade Holstein heifers. W. C. Dunn, Rte. No. 34, Clinton Junction, Wisconsin.

HORSE—Good horse for sale. Nitro-Implement Company.

HORSE, buggy and harness for sale. Oscar Quatera, 235 Palm St. Bell phone 1326.

MISCELLANEOUS FOR SALE
ELECTRIC VIBRATORS—New and second hand. Prices right. A. G. Holmes, 111 Court Street. Bell 383.

GRIMED NUMBERS to paste on live-stock at auction sales can be secured at the Gazette Printing Co., Printing Dept.

INK BARRELS for sale and one soap barrel. 75c. Gazette Printing Co.

MAP for sale. New rural route county, size 22x34, printed on strong bond paper. Price 25c. Free with year's advance subscription to the Daily Gazette.

OLD NEWSPAPERS for sale, 5 cents a bundle. Gazette Office.

MISCELLANEOUS FOR SALE
RELIGIOUS ARTICLES for sale. Crucifixes, prayer books, etc., at St. Joseph's convent.

SALES BOOKS in duplicate and triplicate furnished in several styles and in quantities of 25 books up. Prices right. Samples furnished on request. Gazette Printing Company, Printing Dept.

SCRATCH PADS for sale, 5c each. Gazette Office.

SIGN CARDS—"For Sale," "For Rent," "Dressmaking and license applied," for 10c each, 3 for 25c. Gazette Printing Co., Printing Dept.

MISCELLANEOUS—WANTED

FAKE TEETH—Old. Don't matter if broken. I pay \$1.00 to \$5.00 per set. Mail to L. Mazer, 2007 S. Fifth St., Philadelphia, Pa. Will send cash by return mail.

OFFICE DESK—Good second hand, wanted at once. Address "P. H. P." card. Gazette.

OLD GOLD AND SILVER BOUGHT—Highest prices paid on account of scarcity of valuable metals. O. H. Olson, 128 Corn Exchange.

OLD GOLD AND SILVER brings more now than ever before. We pay highest way prices in cash or exchange for new goods. George C. Ohn, Jeweler, 19 W. Milwaukee St.

MUSICAL INSTRUMENTS

ONE GOOD SQUARE PIANO only \$40.00, including one free scholarship to the Northwestern School of Music worth \$50.00. Two years course. There is grand opportunity for some family to obtain. H. F. Nott, 313 W. Milwaukee St.

ORGANS Three, second hand, \$10. \$25. Chickering Square Piano, \$10. The Music Shop, B. W. Kuhlwein, 52 S. Main St., Opposite Court House Park.

MACHINERY AND TOOLS
SOLE AGENT for Fuller & Johnson gasoline engines. Expert repair men. Talk to Lowell.

HOUSEHOLD GOODS
GAS RANGE for sale. Inquire 203 Center Avenue.

SEWING machine drophead. Cheap. 22 N. High. New phone 929 White.

STOVE kitchen bed room set for sale cheap. Call Sunday if possible. 258 S. Franklin St.

TWO SECOND HAND gas stoves. Good condition. \$3.00 and \$5.00. Talk to Lowell.

SPECIALS AT THE SHOPS
FLORAL DESIGNS A SPECIALTY. Chas. Rathjen, 413 W. Milwaukee.

MILK CANS—Cream City brand, 10 gallons. Get our prices. H. L. McNamara, 204 W. Milwaukee.

BUGS CLEANED, curtains, portieres, lace curtains. Now is the right time to avoid the rust later on. We can do the work very carefully now at moderate prices. We call for and deliver. Badger Dye Works, 10 W. Milwaukee street.

WINTER HATS now \$1.00 and \$2.00, formerly \$5.00 to \$7.00. Miss Radigan, N. Y. Hat Shop, 309 W. Milwaukee.

BUSINESS PLACES FOR RENT
MAIN STREET, SOUTH, 37—Store. E. N. Fredendall.

PLANTS AND SEEDS
GARDEN, FIELD AND FLOWER SEEDS now in and ready. Our 13th catalog is ready for you. Call and get one or we will send you one by mail. Are you going to hatch chicks? Will you try the old hen? Better come and let us show you an incubator. Cyphers or Buckeyes. All high grade machines. When the chickens are hatched you will surely want one of those steel and coal burning Brooders. Fifteenth year. H. E. Stow, 209 S. Main.

SEED CORN—Yellow Gold Mine, germination 100%. Clover seed, 533 S. Hoag, Milton Rte. No. 10.

FARMS FOR RENT
FOOTVILLE—100 acre farm near Footville. All newly fenced. New buildings. Inquire Bell phone 1587.

FOOTVILLE—2 acres near Footville. Good buildings. Charles Winkelman, Footville phone.

50 ACRE FARM with buildings, 5 miles north of Evansville, \$200. Jamesville House Wrecking Co., 56 S. River St. Both phones.

HOUSES FOR SALE
CLARK ST., 1008—Mrs. Edgerton's residence. Fine location. Price 200. Center Ave.

FRANKLIN ST., S., 308—Inquire at Franklin St.

FLOUR AND FEED
NOTICE—One car of Unicorn Dairy ration 1 car of bran and middlings, 1 car of shelled corn on track. Bower City Feed Company.

RYDER'S CALF MEAL—\$3.75 per 100 lbs. 1/25 sack \$1. Oyster Shell, G. C. 100 lbs. 1/25 sack \$1. Clover Shell, G. C. 100 lbs. 1/25 sack \$1 per lb. Buy it now. Those having seed contracted for March 1st delivery should get it before next Thursday. F. H. Green & Son.

STRAW—Few loads of baled straw wanted. Doty's Mill.

THRASHED TIMOTHY—Good feed at price of straw. Use "Arcady" Dairy Feed, better and cheaper than bran. S. M. Jacobs.

SERVICES OFFERED
SERIALS—WANTED—Over 16 years, to work on platen presses. Printing Dept., Gazette Printing Co.

FARM WORK—Married man to work on farm. Dexter Gray, Milton, Wisconsin.

YOUNG MAN to clerk in grocery store. Must have experience. Address "Clerk," care Gazette, giving age, present employment, references.

HELP, MALE AND FEMALE
BOOKKEEPING—Learn at home. Educate yourself for a better position. Many opportunities. Easy to learn. Write Brown's Correspondence School, 1117 Elm, Rockford, Illinois.

GRILS and young men, several, at once, over 18 years of age. Steady work and good wages. Rock River Woolen Mills.

SHOE MAKERS wanted for turn and second turn lasts on ladies' shoes. Steady work and good pay. App'd Rich Shoe Company, Chicago and Milwaukee Sts., Milwaukee, Wisconsin.

WORK—if you are seeking a position in Janeville, the your application with the secretary of the Commercial Club.

AGENTS AND SALESMEN
SALESMAN WANTED to represent Illinois concern in this city. Must give references and bond if required. Address State Mgr., 1211 Majestic Bldg., Milwaukee, Wis.

LIGHT HOUSEKEEPING ROOMS
MAIN ST., S., 338—Modern furnished apartment. Bell phone 104.

PLEASANT ST., 1012—Two or three rooms, furnished or unfurnished for light housekeeping. Bell phone 2128.

LIVESTOCK AND VEHICLES
COWS for sale to make room. One Guernsey cow with heifer calf. One grade Guernsey cow, your choice of seven. One registered Guernsey cow, your choice of five; all in the advance register. Two registered Guernsey bull calves. 532 S. Main St. Roy Bates, Mgr.

FAMILY HORSE, buggy, harness for sale cheap. 402 W. Milwaukee St.

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MUSICAL INSTRUMENTS

ONE GOOD SQUARE PIANO only \$40.00, including one free scholarship to the Northwestern School of Music worth \$50.00. Two years course.

THE GAZETTE PRINTING COMPANY, 106 S. Franklin, opp. Post Office.

HOTELS AND RESTAURANTS
BEST SUNDAY DINNER 25c—2 kinds of roast. Soup and all trimmings. Lettuce, salad, etc. Marshall's, 215 W. Milwaukee street.

HOTEL PLANTERS—Sunday dinner, Fifty Cents, the usual excellent menu.

NEW COMMERCIAL HOTEL—Opp. N. W. depot. First class rooms, popular prices. Restaurant under new management. Regular meals and short orders at all hours.

AUTOMOBILES FOR SALE
FORD touring, Wisco touring, Regal touring. Rare bargains. Janeville Auto City, opposite Park Hotel.

FORD, 1912 Overland, 1913 Empire, all rare bargains. T. R. Hutchison Auto Co.

MOTORCYCLES AND BICYCLES
We handle the best. All kinds of tools sharpened. Motorcycles overhauled and repaired. February 26.—

MARCH FURNITURE SALE

Ashcraft's Annual March Sale OF FINE FURNITURE

From Forest to Mill to Factory to Ashcraft's

On Thursday, March 1st, the Furniture Sale of all furniture sales will begin. This will be the most important sale of the kind we have ever held—not alone because of the values offered in the face of a rapidly rising market but because of the exceptional beauty and diversity of styles shown. In examining the very first shipments unpacked a few days ago, we realized that this was to be, indeed, an extraordinary sale, and every succeeding shipment that has reached us to date has served to increase our enthusiasm. Our stocks are now complete and **EVERY PIECE IS REDUCED.**

Those who have kept pace with the advanced ideas in furnishing the house beautiful, will be delighted to see them embodied here—not merely in a limited way, but in a splendid assortment of suites and separate pieces, for every room in the modern home—and all at surprisingly low prices.

Furniture went up twice during the last five months. We are told to expect another advance in March.

All agree that this advance is coming—though the many give as many different reasons. Some say that more people are buying furniture now than for many years, young married couples, for instance, who have put it off for a year or so, other families who bought automobiles and have put off refurnishing their home for some time. Others say, and possibly even more to the point, that the war conditions actually make advances necessary, the scarcity of woodstains, the great demand for hard woods for gun stocks.

Whatever is the reason, the results are here and they show no more clearly than in the difference in the prices we paid for the fine furniture in this great March Furniture Sale and the prices being quoted today by these self-same manufacturers.

Which brings us to the important point—

**In the Face of Advances and Coming Advances This Furniture
is Priced on the Basis we Paid for it Months Ago When we Laid
Our Plans for the March Sale--and Every Piece of Furniture in
Our Entire Stock is Reduced.**

Every single stick of this furniture comes from manufacturers of the very highest class—artisans of the furniture craft who know so well how to construct furniture to last a lifetime, after period designs—who know how to adapt these designs to modern needs, preserving all the character and beauty of the originals, thus developing a new furniture art in America dedicated to a truly useful purpose.

BEAUTIFUL EXAMPLES OF PERIOD FURNITURE

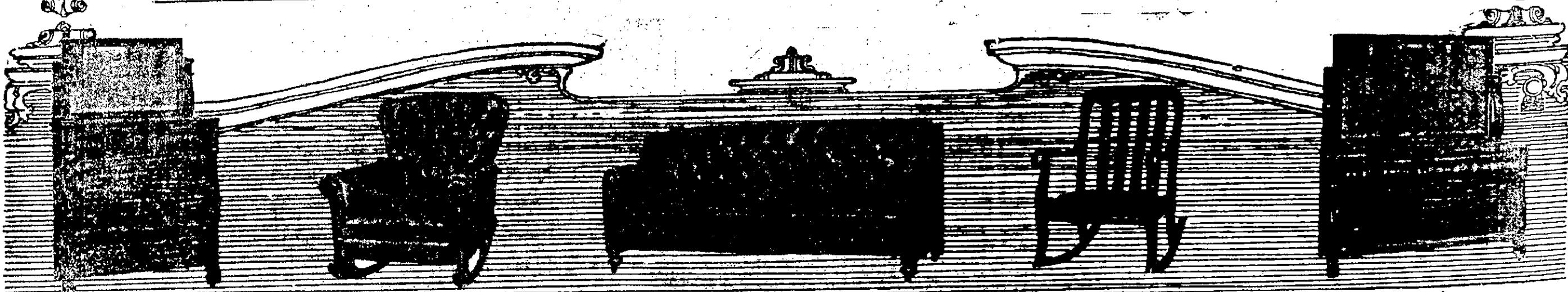
Practical and Artistic Life-Time Furniture for Dining Room, Living Room, Bed Room, Hall, etc.

**As the Prices Cannot Mean Anything in Print--Please See the
Furniture and Then Consider the Prices.**

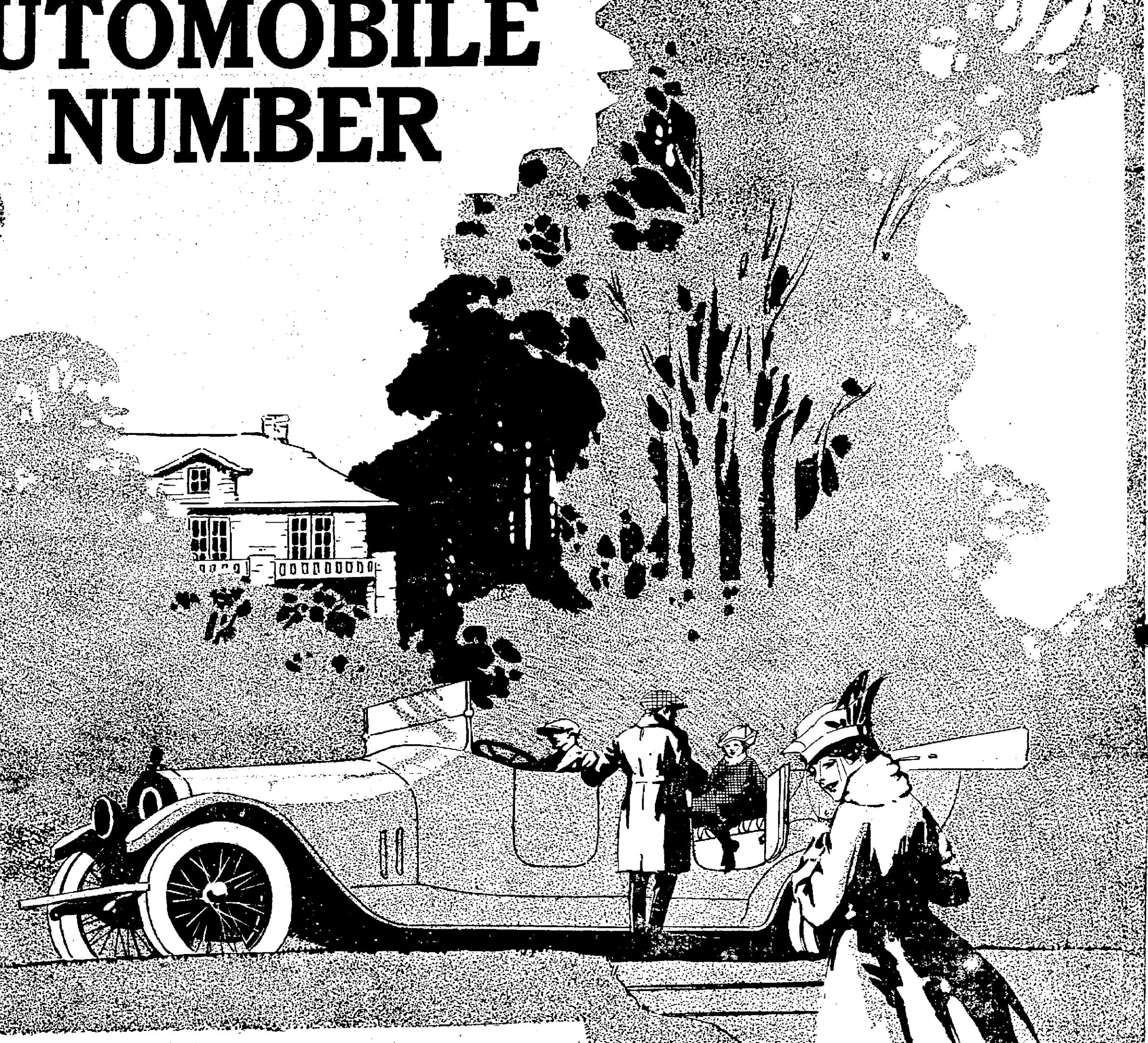
*Furniture and
Undertaking.*

W. H. ASHCRAFT

**104 W. Mill St.
Both Phones.**



AUTOMOBILE NUMBER



Woods' Dual Power Oldsmobile
Cadillac
KEMMERER GARAGE
"The Best"
E. A. KEMMERER, Prop.
206-12 East Milwaukee St. Both Phones

**THE GAZETTE'S
MOTORIST PROBLEM DEPARTMENT**

(PUBLISHED EVERY SATURDAY.)

MOTORING DEPARTMENT. The Gazette has just had a car with an oil leak. What is it? I don't understand. It consists of a box with a gauge into which I put the cylinder oil. A belt runs to a pulley on the box and six plunger wires run and over the top of the box. Oil pipes run from the bottom of the box to the four cylinders and the end bearings. If you get the idea from this description, please tell me how to adjust the device so that it will not leak. There is no way of telling how much oil is passing through the pipes. T. J. D.

Enough such an oil leak has a short-lived effect on the motor, but not always. The amount is small in the plunger wires mentioned. You will have to experiment to find which way to turn them. At the bottom of the crank case you will find some holes open there and there all the oil, which will run out. This will not drain it all the oil, but will bring it down to the right level. After you run the engine one hour open the valve and let the oil drain out. Adjust the feed so that there will be a little too much at the end of each day's run.

MOTORING DEPARTMENT. The Gazette would like to get an answer to the following question: "I have a motor with a single coil, a spark coil, some air induction coils and others a transformer coil. Which is right?" M. L. R.

They are all correct, but the one most frequently used is the induction coil. It is used because the low tension current, running through the primary winding, induces a high-tension current in the secondary winding. This is called "induction." It is called a "step-up transformer." The name "spark coil" was formerly confined to a single-wound coil used with the make-break system, but is now applied to any coil which will give a spark strong enough to jump an air gap.

MOTORING DEPARTMENT. The Gazette has a shrill noise and little power when going up hills. How could I remedy it? How to get an answer in next edition. P. L.

A whistling noise usually indicates a leak in the intake manifold or a leaking valve. Turn off the exhaust. Smell around joints and see if it is drawn into inlet manifold or blown from exhaust. Tighten bolts. The noise does not stop remove both manifolds and replace the gaskets.

MOTORING DEPARTMENT. The Gazette has one of my side lights not acting in a peculiar manner. The light rises and falls with the shaking of the car. The lamp bracket has a slight loosening. If it is loose, tighten the nuts and fasten the light cones up and dies down again. The same thing happens when I push and pull on the wire. Some say that it is a short circuit, others that it is a broken connection. The other lights work fine, thus trouble is in a single-wire system. Please tell me what you think the trouble may be. As I know nothing of lighting systems I have not attempted to fix it. P. N.

It could not be a short circuit, as the fuse would have blown immediately, putting out the light. There are no shorts in the circuit, thus having to do with the trouble by its smoke and odor. Push up on the terminal and turn it to the left; it will come out. Reinsert it and fasten it to make a good connection and fasten. If it is already in a small screw-driven. If the bracket is loose it should be tightened firmly as the current goes through the bracket.

WHEN IN DOUBT TAKE YOUR CAR TO A GOOD GARAGE

TIRE SALE

Closing Out Tires at Old Prices

Here's your chance Mr. Motorist. I am closing out my line of McGraw Tires.

Sizes 30x3 to 36x4½ at 15%
Saving

You can also buy McGraw Tubes here now at
a 15 per cent saving.
These tires are guaranteed for 3,500 miles.

T. R. Costigan
CORN EXCHANGE.

You Break it—We Fix It

Automobile Cylinders, Crank Cases, Parts of Machinery of all Kinds, Tools, Farm Machinery and all other kinds of

METAL CASTINGS WELDED

Cast Iron, Copper, Bronze, Steel, Brass, Malleable Iron.

ALUMINUM WORK A SPECIALTY

ALL WORK GUARANTEED

Our welders are experts. Our prices are reasonable.

"YOU AUTO SEE" BURTON

FRED B. BURTON

Automobile Oils and Greases, Supplies and Repairing. 111 N. Jackson St., Janesville, Wis.
Windmills, Pumps, Tanks, Gasoline Engines, Pipe and Fittings, Well Drilling.

REO IS STANDARD IN MOTOR CAR WORLD

There has been much said and done with the Reo. "The gold standard of the world" has not had a setback yet and at time wears away it stands the Reo. The Reo is in fact too fast for the factory behind it. In fact, the factory has never seen the time yet when it could supply the demand and this year's comes in only as another hummer for the Reo, as it surely is a car of merit all the way through.

MOTORING DEPARTMENT. The Gazette would like to get an answer to the following question: "Will you please print in the Motorist part of the Gazette the name and address of a 1916 four-cylinder regular equipment minus the engine?" B. M. M.

This engine has the firing order 1-3-4-2 and the cylinder weights between 1,300 and 1,400 pounds. *

MOTORING DEPARTMENT. The Gazette would like to get an answer to the following question: "Will you please favor me with the following answers in your paper? I have a small car and could you tell me what makes and could I buy parts for it yet?" The wheel base is 102 inches. Tires take 30 times 3-12 chain drive, one from clutch to gear box, one from rear axle to front wheel, and plain bearing. Do not mention the engine in this respect. Our best engineers have come to this conclusion and if it were more practical such makes of cars as the Pierce-Arrow, Winton, Peerless, and a number of other high priced cars would certainly not go to the expense of casting a separate transmission case, providing a place for it right back of the engine, but by placing it amidships it makes repairing easy when necessary and not expensive ones.

The Reo engine, it must be understood, does not rest on main frame, but the Reo engineers found they could strengthen the frame where most strength is needed, so they put in a sub-frame on which both the engine and the transmission cases rest.

The rear axle, the mainstay of the rear end is 1½ larger at bearing end, another feature in favor of the Reo and found in very few cars.

REPUBLIC TRUCK WELL KNOWN IN JANESEVILLE

Trucks of all sizes and strength are offered the buying public of Janesville by The Janesville Automobile Co., the distributor for Republic trucks. The Republic is made up in the following capacities: Three-quarters ton, one-ton, one and one-half ton and two tons. The Republic salesroom is at 18 South Main Street, under the management of Mr. William O'Connell.

Too Good.

"Strange Mary doesn't have any of her. She'd make some man a good wife."

"Yes, but the trouble is every one knows she'd make him a good husband too." —Life.

An nouncement To Motorists

We are pleased to announce the inauguration of a

Auto Supply and Accessory Department.



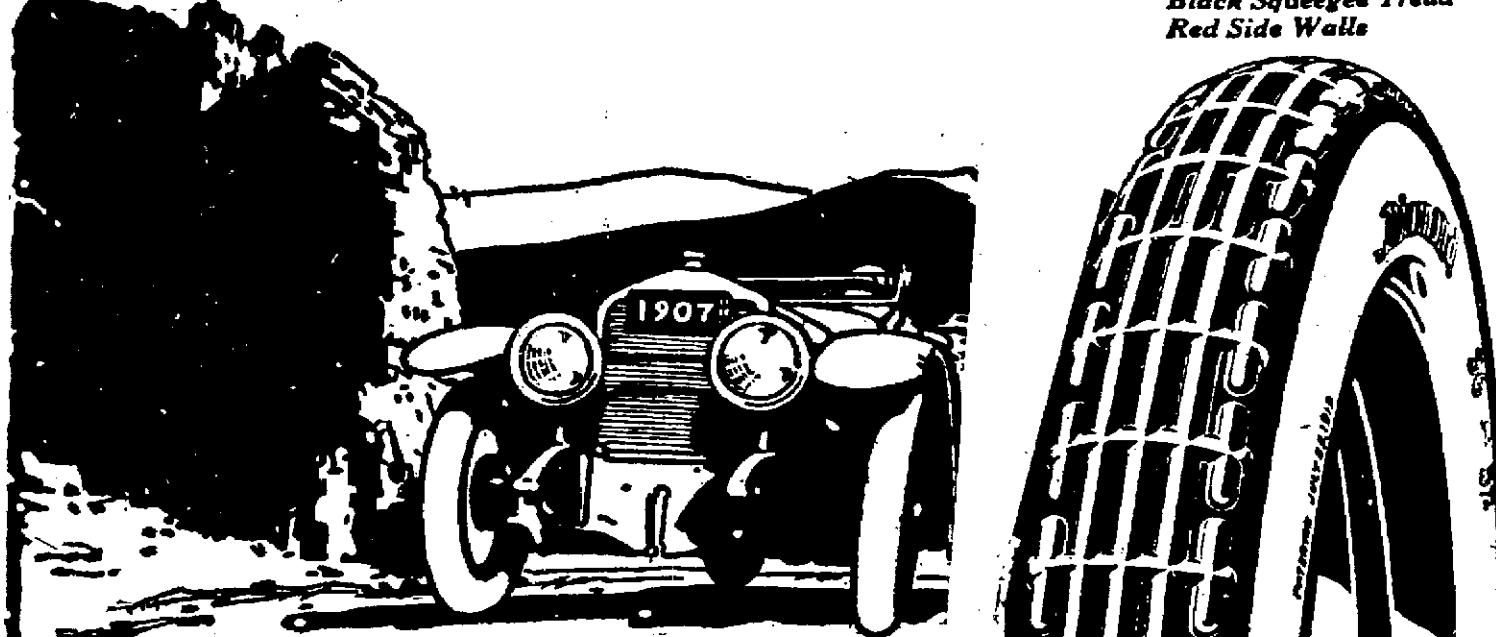
Nothing but the highest grade articles will be handled. No matter what a motorist may need he will now be able to find it here.

Correct knowledge, courteous service, quality merchandise, moderate prices will characterize this department as they have the rest of this business for so many years past.

We will be glad to serve you in this department when you need our services.

Sheldon Hardware Co.

Black Squeezed Tread
Red Side Walls



When Touring Good Tires Spell Delight

THOUSANDS of miles without a tire change—is what you like to tell your friends after your trip.

Still greater is the satisfaction of remembering that not once were you in the dust with tire trouble.

Hundreds of Diamond devotees are talking to us like that. They relied on the long distance Diamond.

Its tread is the toughest, most wear-proof rubber known. Its fabric is the strongest. Its record of only 1% returned through dealers for adjustment inspires confidence.

Its price is the lowest of almost any of the standard makes. And, so we offer you this long distance tire at the shortest possible price.

Your size is in stock.
Telephone if you cannot come.

Sheldon Hardware Co.

Diamond Tires

Ford

THE UNIVERSAL CAR

320,817

Have been built and actually delivered to retail buyers since August 1st, 1916

These figures--320,817--represent the actual number of cars manufactured by us since August 1st, 1916, and delivered by our agents to retail buyers.

This unusual fall and winter demand for Ford cars makes it necessary for us to confine the distribution of cars to those agents only who have orders for immediate delivery to retail customers, rather than permit any agent to stock cars in anticipation of later spring sales.

We are issuing this notice to intending buyers that they may protect themselves against delay or disappointment in securing Ford cars. If, therefore, you are planning to purchase a Ford car, we advise you to place your order and take delivery now. Immediate orders will have prompt attention.

Delay in buying at this time may cause you to wait several months.

Enter your order today for immediate delivery with any of the authorized Ford agents listed below and don't be disappointed later on.

Prices: Runabout \$345, Touring Car \$360, Coupelet \$505, Town Car \$595, Sedan \$645, f. o. b. Detroit

Ford Motor Company

THE New Streamline Ford, with its black finish, nickel trimmings, larger seats, etc., is pleasing in appearance, as well as being the most economical car to run and maintain on the market.

The reliability of practical usefulness of Ford cars is best proven by the great numbers in daily use. Ford owners drive their cars all the year round. Ford Service for Ford owners is as prompt, reliable and universal as the car. If you have not seen the new Ford cars, be sure to see them at our salesroom. Never before has the demand for Ford cars been as heavy as it is now. To become such a necessity the Ford cars must have proved to be a universal, economical serving and saving to everybody.

Do You Realize the Tremendous Demand There is For Ford Cars?

If you do, you know there will be a great many Ford customers who will be disappointed, because the Ford Motor Company is already more than 230,000 cars behind delivery. Even if we knew every one who intended to purchase a Ford car in the near future, it would be impossible for us to call personally and explain to each one the conditions we are up against today.

TO THE PEOPLE OF ROCK COUNTY:

More than twenty automobile manufacturers have raised their price. The following standard makes have announced their raise in the past few weeks:

MAXWELL ADVANCED	\$ 40.00	CHEVEOLET ADVANCED	\$ 60.00	VELIE ADVANCED	\$100.00
BUICK ADVANCED	\$ 50.00	MITCHELL ADVANCED	\$100.00	PACKARD ADVANCED	\$235.00
SAXON ADVANCED	\$ 50.00	HUDSON ADVANCED	\$175.00	AUSTIN ADVANCED	\$600.00
OAKLAND ADVANCED	\$ 50.00	APPERSON ADVANCED	\$200.00	STANLEY ADVANCED	\$300.00
CADILLAC ADVANCED	\$160.00	ALLEN ADVANCED	\$100.00	STANDARD ADVANCED	\$100.00
PAIGE ADVANCED	\$100.00	EMPIRE ADVANCED	\$100.00	FRANKLIN ADVANCED	\$100.00
STUDEBAKER ADVANCED	\$100.00	COLE ADVANCED	\$100.00	OLDS ADVANCED	\$100.00
		CHALMERS ADVANCED	\$160.00	REO ADVANCED	\$100.00

Call up one of our salesmen and make an appointment and have him explain the shortage of Ford cars and how it will pay you to place your order at once. We want you to buy your Ford car at the present prices. We also want to make sure that you will have a car for the first nice days of spring as the spring time is the best time for automobiling. Co-operate with us and place your order now. It will be an advantage to both of us and assures you of your car at the proper time.

Place Your Order Now and Join the Large Ford Family of Owners

Rock County Licensed Ford Agents

R. B. Townsend, Evansville, Wis.

Cullen & Harte, Milton Junction.

ROBERT F. BUGGS, Ford Dealer

ELECTRIC COMPANY DOES AUTO WORK

Local Company Adds Department to Look After Electrical Needs of Automobiles.

Realizing that the expansion of the automobile trade had created a large demand for skilled labor to take care of the electrical features of automobiles the Janesville Electric company has created a department which will specialize on this sort of work. Attention will be given particularly to the starting, lighting and ignition systems of all makes of cars. Expert workmen are employed to do this work and motorists are assured of the best kind of a job.

In addition storage batteries will be rebuilt, repaired, sold and exchanged.

AMERICA OUTSTRIPS REST OF COUNTRIES IN AUTOS

Figures compiled show that there were 3,108,472 motor cars in use in June, 1916, throughout the world.

Of this number, the United States had 2,400,000—or nearly the largest majority.

The island of British North Borneo has the smallest number, five. Honduras down in Central America, has the next smallest, nine, and the island of Samoa, down in the South seas, has the third smallest, number, ten.

The wonderful strides the industry has taken in the United States are shown conclusively by these figures. The United States has nearly 15,000,000, while Great Britain her nearest rival, has only 276,639. France stands next to Great Britain with 98,400; Germany next to France with 71,455; Canada next to Germany with 16,560; Australia has 20,350 cars; Russia, 15,360, and Argentina, 12,550.

Big Highway for Badgers. The strength of the Wisconsin Rotarians has been put behind a movement to improve a trunk highway running diagonally across the state of Wisconsin, from Milwaukee to Superior, at the Head-of-the-Lakes. The idea is original with the Rotary Club of Superior, which finds much appeal in the fact that federal aid for good roads is offered only for permanent highway improvement on trunk highways. Wisconsin grants state aid almost exclusively for similar purposes.

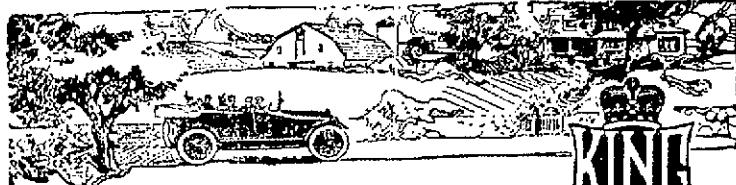
AUTO LUNCH KITS

Complete-Everything But the Food

and there is even room for the food. Kit contains everything for serving the luncheon. Put up in a neat case, just the right sizes to strap on the running board. The handiest article yet devised for autoists' use.

Priced at \$10.00, \$12.00 \$14.00, \$16.00 and \$18.00.

R. M. BOSTWICK & SON
MERCHANTS OF FINE CLOTHES
MAIN STREET at NUMBER SIXTEEN SOUTH



Achievements for

KING

Under the official sanction and supervision of the American Automobile Association a registered stock eight-cylinder KING traveled 10,850 miles without stopping the motor—a mechanical adjustment or replacement of any kind.

Driven at average owner's touring speed the test proved Absolute Satisfaction in Performance, Service and Operation Economy.

This is the only official non-motor stop record on file with the A. A. A. of manufacturers and manufacturing automobiles today.

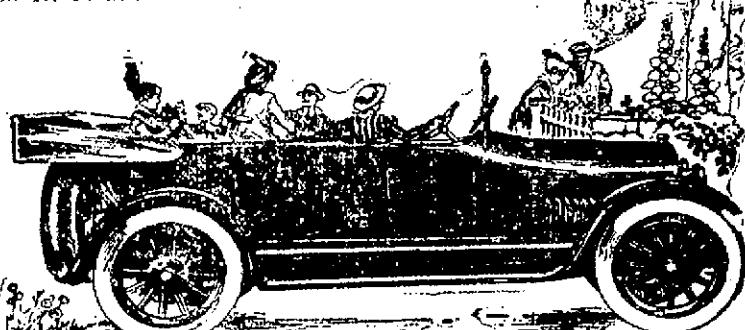
Other King recent achievements include:

1700 Miles on High Gear
In Northern and Southern California
via Albany and New York City on High Gear

Los Angeles to Los Angeles via San Francisco on High Gear
Over Tortuous Mount Wilson, California, on High Gear

**JANESEVILLE
AUTOMOBILE CO.**
WM. O'CONNELL, Prop.
18 South Bluff Street.

60 H. P. and other models \$1400 to \$1555



QUICK LUNCHEONS FOR MOTORISTS

Out-of-Town Autoists Like Razook's Luncheons.

Since the start Razook's have enjoyed a rapidly increasing business in their luncheon department. The reason is not hard to find. The high grade service and excellent food served in an intelligent manner, amid pleasant surroundings, have made their impress upon people in this vicinity. Motorists find Razook's a very nice place to stop at for a meal.

**SPENDS \$34,500,000
FOR TRUCKS IN ARMY**

Reports from the war department show that about \$34,500,000 was spent in the purchase and operations of army motor trucks last year. The last army bill appropriated \$23,000,000 for the present fiscal year, and an estimate of a deficiency appropriation of \$11,415,770 has been submitted.

Many of these trucks were in use on the Mexican border. Some of them now are stored at Fort Sam Houston, Fort Bliss and El Paso, Texas, where they are available for future use. About 2,300 trucks were bought for use on the border and in Mexico.

Prohibition of import of motor cars into French territory, adopted in May, has been repealed, and a duty of 70 per cent of the value imposed.

**WHAT OLD MAN HOMER
SAID ABOUT THE AUTO**

There the lame architect the goddess found
Obscure in smoke, his forge flaming
round,
While, bathed in sweat, from fire to
fire he blew.
And puffing loud, the roaring bel-
lows blew.
That day no common task his labor
Full 20 rods for his hall he
framed
That placed on living wheels of mas-
sive gold
(Wondrous to tell) instinct with spir-
it rolled
From place to place, around the
blest abodes,
Self-moved, obedient to the beck of
god.
—From Pope's translation of the
Iliad, Eighteenth Book.

SPLENDID SHOWING OF NEW BICYCLES

Premo Brothers Add Famous World Bicycles to Their Line Which Consisted of Iver-Johnson and Pierce-Arrow Wheels.

Bicycling still has its advocates and devotees. Many people eagerly await the coming of spring days to take advantage of the balmy weather to go a-wheeling. It is interesting to know that one firm here, Premo Brothers, devote a considerable part of their business to bicycles, bicycle repairing and bicycle supplies and accessories. Recently they have added to their line the famous World Bicycles and now offer the widest possible choice of selection.

ALL-ALUMINUM AUTO SEEMS A POSSIBILITY

New York, Feb. 24.—Is the all-aluminum car a possibility or only a dream of the auto engineer? The increasing demand for a lighter car has suggested so many new parts that can be made of the light, silver-colored metal that one of the main topics of discussion among engineers at the New York show last month was the possibilities of aluminum construction.

Engineers are now lightening their cars by using lynite for crank cases, oil pans, transmission cases and covers, differential housings, clutch cones and covers, pistons, steering wheel spiders, footboards and guards, hub caps, bearing caps, intake manifolds, cowls, bonnet strips, pure housings, carburetors, gear box covers, fenders, hand hold plates, starting device brackets, instrument boards, radiator frames, hood ledges, steering gear casings and covers, tire holders, fender brackets, running boards, switch boxes and covers, floor boards and radiator tanks.

Lightening the car will thus mean a saving of many dollars to the motorist in tires and in the general pounding to pieces of his car. Solid lyrite motors are now being cast en bloc and auto engineers are showing pictures of men lifting these aluminum motors with one hand.

PRESENT DAY ENGINE WASTES MORE "GAS"

That the modern gasoline engine in automobiles is far from perfect is the opinion of Prof. Walter T. Fishleigh, associate professor of automobile engineering at the University of Michigan. After making exhaustive tests on the efficiency of the internal combustion engine, he has come to the conclusion that "the more we study the type of engine, and the more we inquire into the reason for its manufacturing 'status quo,' the more we are convinced that sweeping improvements in design must come, or the type be changed altogether."

The conclusions which Prof. Fishleigh has drawn in his paper presented at the annual meeting of the Society of Automobile Engineers on January 11, are the result of elaborate tests which show that out of every dollar worth of gasoline purchased by the owner of a modern automobile only 10 cents worth of power is developed at the flywheel and delivered to the transmission box. The other 90 cents worth of power is dissipated in the form of heat losses to the exhaust, cooling water, cooling air and friction.

AJAX NON-SKID TIRES PREVENT CAR SKIDDING

The sensation of skidding, a motor car's bodily side slipping, a sickening from the very helplessness of the driver to prevent the car movement, and is always freighted with the danger of overturning, collision or forceful impact with other moving cars or fixed impediments. Confidence goes with the first awful side sway, robbing motoring of much of its pleasure, especially for nervous and timid passengers. Ajax non-skid tires were designed to prevent side slipping. The tread is a cross hatching of metal, or depressed beveled edges, indentations exposing a never-ending series of diamonds as the tire revolves. In a diamond tread tire there is one massed surface of smooth tread always in contact with the roadway or pavement. When side motion is set up

sufficient to overcome the tractive force the car skids, or side sways, upon this one unbroken smooth tire area which is in contact with the pavement. With Ajax non-skid tires this

surface in contact with the pavement is cut up into a number of small diamonds, and parts of diamonds. Each diamond, for its angle destroys the resistance offered against the tendency to slide away. W. T. Flaherty sells Ajax tires in Janesville.

The Best Tires to Use In This Season Are

AJAX NON-SKID TIRES

Guaranteed 5000 Miles
in writing

Ajax non-skid tires wear longest, are most certain and safe against side slipping and do not interfere with the easy riding qualities of the car. We can recommend Ajax non-skid tires in highest terms.

"While others are claiming Quality we are guaranteeing it."

Sold by

W. T. FLAHERTY

310 W. Milw. St. Both Phones.



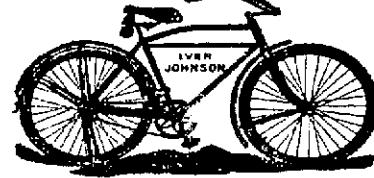
The CHALMERS cars are again in great demand, with their wonderful motor, having one of the most powerful, quietest, smoothest running motors made today light reciprocating parts, such as the aluminum pistons, hollow crankshaft, and very light but very strong connecting rods which help it to be one of quickest getaway cars made and is a car that cannot be duplicated for less than 13 to 15 hundred dollars and is fitted throughout with the best known bearings made today "The Timken" the standard of the world.

The wheelbase is 115-inch with 32x4 tires non-skid on rear and has the riding qualities of the much higher priced cars but still sells for \$1090, this price holds good only until March 1st, when it will be advanced to \$1250.00. Call for demonstration and be convinced.

Let us get together before price advances as time is limited.

PRIELIPP & WEIBLER

212 E. Milwaukee Street.



SPRING DAYS ARE BICYCLE DAYS

Get the Most Out of Life With a Wheel

When the warm, balmy days of spring get here have your wheel ready either for pleasure or to carry you to and from work. Bicycling is a healthful pleasure and will keep you feeling fit.

You can pick out a wheel from our stock that will give you years of service, sturdily made, containing all the latest in bicycle equipment and yet it will not be a burden on your purse.

Famous Iver-Johnson, Pierce-Arrow and World Bicycles, \$25 to \$40.

Before buying tires don't forget to look over our stock. Per pair, \$5.50, \$6.00, \$6.50, \$7.50 and \$8.50.

Full line of bicycle supplies and accessories. We also do expert bicycle repairing.

Spring Bicycle Saddles, \$2.00, \$2.50 and \$3.00 each.

Rubber Bicycle Pedals, \$1.25 per pair.

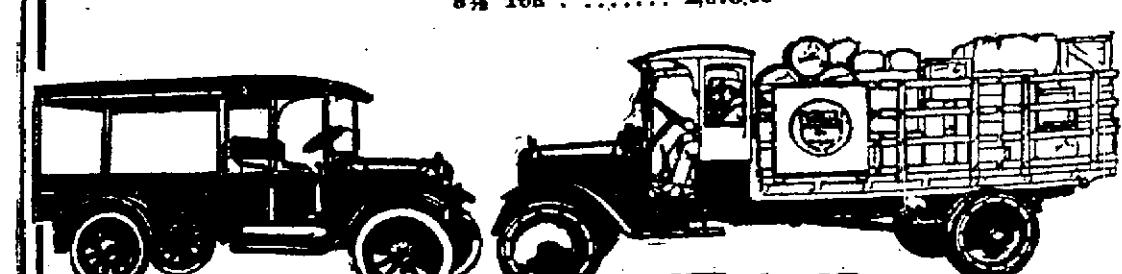
Bicycle Lights, \$2.00 and \$2.50 per pair.

REPUBLIC INTERNAL GEAR DRIVE MOTOR TRUCKS

Standardize Your Hauling
and Delivery with Republics

FIVE SIZES

1/2 Ton	\$ 750.00	1 1/2 Ton	1,875.00
1 Ton	1,095.00	2 Ton	2,755.00
3/4 Ton	2,675.00		



PREMO BROTHERS

HARDWARE AND SPORTING GOODS.
21 North Main Street.

JANESEVILLE AUTOMOBILE CO.

Wm. O'Connell, Prop.

18 South Bluff St.

CADILLAC OFFERS ELEVEN BODY STYLES

TO SAVE RUBBER GERMANS EQUIP WAR AUTOS WITH NEW ALL-SPRING WHEELS



The new German war auto.

Rubber is very scarce in Germany, but the inventive people of that country won't let a little matter like that disturb them. The kaiser and his generals now ride in autos equipped with all-spring wheels. They are said to be almost as comfortable as machines equipped with rubber tires.

BEWARE KNOCKS AND "POUNDS" IN ENGINE

metal when heavily struck with a soft hammer.

A pound, on the other hand, occurs only in a motor which is in imperfect mechanical condition, to such extent that parts which should be in constant contact, separate through unpredictable friction, and then strike together with great force. The loosening of the crank shaft in the main bearings of the cranks in the connecting rod tips, of the wrist pins in the connecting rod upper ends, or the failure of the piston fully to fill the cylinder are common abnormal conditions which give rise to pounds.

FIVE MILLION SPENT ON WISCONSIN ROADS

The S. O. S. signals of the motor are the sounds known as "knocks and pounds," and they should be heard at once or serious and costly damages will probably result. There is no generally accepted distinction between these two kinds of abnormal sounds which an ailing motor may give out, but the term knock is usually applied to the somewhat sharp, clanking noise which is produced when metallic parts are abnormally stressed, but have no substantial looseness or play between them.

Little, if any, jar of the car as a whole accompanies these knocking.

The term "pound" is usually applied to the much more resonant and more blowlike sound, which results from loose parts striking together, and which is commonly accompanied by a jar. According to these definitions, a knock may occur in a motor which is in perfect mechanical condition, with none of its parts loose from wear or faulty adjustment. The knock is most commonly caused by too early ignition of the charge, due to the spark occurring too early or by the premature ignition due to carbon depositing too high compression or overheating of the piston. The knock is a sound of the same kind as is produced in a bar of

About \$5,000,000 was expended on permanent highway improvement work in Wisconsin during 1916, according to estimates prepared by A. C. First, chief engineer of the Wisconsin state highway commission. The total mileage constructed under the state aid system is 1,158, the cost of which was \$3,631,026. In addition, 352 bridges were constructed, making a grand total of \$4,171,094 expended with state aid. The mileage added gives the state a total of 4,800 miles built under the state aid system in the five years since it has been in effect. This year it is expected that 1,800 miles of road and 433 bridges will be built, the appropriation available for this purpose being \$4,500,000.

DID YOU KNOW?

Motor cars registered in forty-seven of the world's leading countries, 2,108,465.

Motor cars now registered in the United States, 2,500,000.

Value of cars owned in United States, \$2,500,000,000.

Average value per car, \$1,000.

Number of cars to each mile of American highways, one.

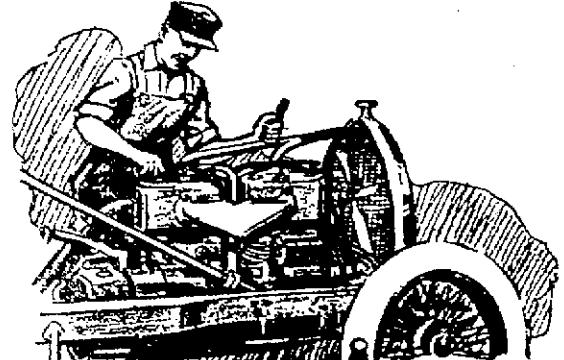
Proportion of cars to the U. S. area, one car to each one and one-third miles.

Increase in real estate values due to transportation by automobile, less than 40 per cent.

Value of cars exported in 1915, \$100,000,000.

Public roads in the United States, 2,500,000 miles.

Annual new roads and improvement expenditures, \$300,000,000.



The Care of Your Car Determines Its Service

IF YOU expect your automobile to give you efficient service whenever you need it, you should have it looked over by expert repair men occasionally.

"A stitch in time saves nine" holds just as true in the automobile business as in any other.

We are giving scores of Janesville motorists the kind of service that keeps their automobiles in first-class running order at the minimum of expense.

The fact that we don't have any of the usual "slump season" in our business, but are always busy is conclusive evidence that our efforts to serve well are appreciated by our customers.

Our service will please you. Try us.

OLIVER J. GLEASON

Kemmerer Garage Service Dept.
Rock Co. Phone Red 1287. Bell Phone 20.
206-212 East Milwaukee Street.
JANESVILLE, WISCONSIN.

THE BUICK LINE RICH IN APPEARANCE

Besides Building Fine Cars Company Has Now Taken Care of Delivery Problem.

By J. A. Drummond.

The Buick Motor Car Company has solved the problem of combating the freight situation, which is the worst the country has ever witnessed.

Henceforth Buicks will be shipped only in trainload lots to one point and immediately upon unloading the entire train load of empties will be routed in its entirety to the factory.

In this way the company will be able to control cars and shipments will be made as rapidly as a train can go to its destination and come back again.

So popular has the Buick been in

Wisconsin that we have to wait for loads to be ready for immediate shipment under this new system.

Last season we were unable to supply the demand and so we are making strenuous efforts to take better care of our territories this year.

Consistent with Buick history the Buick Six is essentially a better Buick, bringing the refinements and developments of another year's endeavor. Altho the Buick has come continually driven to increase its production in answer to the ever growing demand for Buick Sixes, not once have they lost sight of the importance of making each individual Buick car intrinsically Buick in its quality.

These Buick valve in head motor cars are the result of sixteen years of steady development, from season to season, each year adding its refinement of detail, with not a thought of meeting a price.

During this time numerous changes have been made in types of design, but fortunately the design-

ers of the Buick motor first sought and found the truth about gasoline motor constructions (the valve in head) and all that has been required is the kind of car that fulfills the expectations of the most exacting buyer.

It is particularly satisfying to the purchaser of a Buick car to find, as he does, that his choice is everywhere admired and approved.

Every detail of body and chassis

is a match for Buick performance and the combination a most desir- able and pleasing one.

In the Buick line will be found the five passenger, six cylinder touring

coupe, the roadster, the sedan.

The three passenger coupe is also in-

cluded and the seven passenger sedan,

the rapidly becoming popular

style, has a prominent place. As in

other years, Buick will also produce

four. The new four has a valve in

head motor, with electric starter,

which develops thirty-five horsepower

on brake test and is so reliable

for rugged service that no one is

necessary among men who know

Buick.

It is estimated our exports for 1916 have totalled about \$108,000,000.

Truck production for 1916 is esti-

mated at about 98,000.

The total production of automo-

biles for the first half of 1916 was only a little

behind the entire year's output for

1915.

Although the price of nearly every commodity has gone up, only a few auto makers have increased the price of their cars. Car prices are little higher than a year ago and when compared with other things, cheaper than a few years back.

Color Battery No.

Passenger Radiator No.

License No. Steering Post No.

Motor No. Transmission No.

Body No. Clutch No.

Top No. Front axle No.

Star No. Rear axle No.

Tire No. Tire size, number, make.

Front left Rear left

Smooth Faced.

The policy of the Savage Tire

Company has always been, customers

first. It has been their aim at all

times to give their customers the

greatest possible value and the most

miles for their money. According to

Mr. Lundin, their slogan "Help Big

Mileage" is well borne out by the

mileage that Savage tires are giving

here.

SAVAGE FACTORY TO DOUBLE OUTPUT

Increase Made Necessary by Big De-
mand For Savage Products.

More than three times the number
of Savage tires and Savage tubes
that were possible last year are built
every day now, in the San Diego
plant of the Savage Tire Company.
Notwithstanding this big increase in
output, the factory has found it
necessary to keep up with the demand
this year. This spring, orders have
been pouring in from the big territory
opened up last year in the mid-
dle west, as well as from the coast,
and in order that all motorists may
be supplied the Savage people have
decided to put on a second shift of
workmen and run their big factory
night and day.

A second shift of workmen will
enable double the output of both
tires and tubes and will assure
Savage products for all who want
them. Considerable new equipment
is now on its way from the east and
the Savage plant will easily be able
to increase its output four times,
when these are installed. Savage
officials attribute the big increase in
business to high quality. Mr. Gabriel
F. Lundin, president of the San Diego
Vulcanizing Co., local distributor, states
that motorists in this vicinity are
rapidly equipping with Savage tires
and that the satisfaction that Savage
products are giving is even greater
than he anticipated.

The policy of the Savage Tire
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times to give their customers the
greatest possible value and the most
miles for their money. According to
Mr. Lundin, their slogan "Help Big
Mileage" is well borne out by the
mileage that Savage tires are giving

Buick SUPREMACY

For Years the Buick Has Been the Standard in Motor World for Efficiency, Durability and Ease of Operation

Buick popularity is limited only by factory capacity. The demand of the public for this ideal car is unprecedented in the history of automobile making. The people realize that the Buick is the greatest Automobile Value ever produced.

The demand for Buicks has been continuously persistent and insistent. This year will break all records in sales because there will be a greater factory expansion.

Famous Valve-in-Head Motor

Every Buick is equipped with the economical, flexible and powerful Valve-in-Head Motor, that has always been the pride of Buick builders and Buick owners. The Buick factory absolutely guarantees that the Buick Valve-in-Head motor will develop more power than any other type of automobile motor of equal size. This motor has been demonstrated thousands of times—not only gives you more power, but it saves you money in gasoline and oils.

The Buick Gives You More Mileage

Ask your neighbor about his Buick—there's bound to be a Buick owner near you—ask him about the extraordinary mileage he gets per gasoline gallon. Ask him about its simplicity and his small garage bills. Ask him about his Buick's ability to withstand the shocks of poor roads and unusual weather conditions. Get "First-hand" information from your neighbor. He knows.

EVERY BUICK BUYER IS A BOOSTER BECAUSE HE HAS ABSOLUTE MOTOR CAR SATISFACTION

Buick Performance Spells Perfection

The price schedule: \$660 to \$1,835 F. O. B. Flint, Mich.

"When Better Cars Are Built Drummond Will Sell Them"

Jas. A. Drummond

221-223 East Milwaukee St.

Buick Garage.

GOOD ROADS IN NATION'S FORESTS

Uncle Sam Will Open Up New Public Playgrounds.

A SCENIC WONDERLAND

The National Forest Number 150 and Cover an Area of About 162,000,000 Acres—These Are to Be Made Accessible by an Appropriation of \$10,000,000.

Uncle Sam is preparing to open up a new public playground to the people of the United States.

The national forests—150 of them covering an area of about 162,000,000 acres—are to be made accessible by the expenditure of the recent appropriation by congress of \$10,000,000 for roads through these hitherto little known sections. A million dollars a year is to be spent by the forest service for the next ten years in this work, and, inasmuch as the states and counties will contribute a like amount, government officials figure that approximately 6,000 miles of new road will be constructed during the life of the appropriation.

This mileage will not only make it possible for travelers to penetrate to the heart of the virgin woods and enjoy scenic pleasures which have formerly been inaccessible, but it will form a species of insurance against forest fires which has been almost entirely lacking in the past, in addition to rendering far more habitable the hot and otherwise disagreeable sec-

forest rangers will be enabled to fight the costly forest fires with far greater ease than formerly and that the residents of nearly low sections, who formerly had no relief from the heat of summer, will now be able to enjoy the coolness of the woods near by instead of traveling many miles to some more accessible spot.

"The road problem of the forests is being met in two ways—first, by the work of public improvements being carried on by the government in the forests, and second, by the direct contribution to the counties from a share in the receipts from the forests. Every year the government has built in the forests roads, trails, bridges, telephone lines and other improvements. The national forests have been under administration only a decade, yet there have already been constructed 2,600 miles of roads, 22,000 miles of trails, some 600 bridges and nearly 20,000 miles of telephone lines. Every one of these improvements benefits some settlers and ranchers. Many are the communities made accessible through the roads, bridges and trails; many of the ranchers have been brought into pleasant and profitable communication with neighbors and outside places by the forest service and telephones, and many tourists have witnessed new scenic delights through the work of the service."

Iowa Protects Road Signs.
A fine of not over \$100 or imprisonment in the county jail for not more than a year, or both, at the discretion of the court, is the penalty prescribed by the Iowa statutes for injuring or defacing "any signboard, design or other markings designating routes."

VULCANIZING COMPANY DOES GOOD WORK

Local Company Makes Specialty of Tire Work and Guarantees Their Work in a Broad Way.

Located at No. 103 N. Main street, Gabriel Ludden conducts the Janesville Vulcanizing company making a specialty of the tire and tube repairing. Every bit of work turned out by this company is guaranteed. A rapidly growing business attests to the place Mr. Ludden's concern holds in the public confidence.

In addition to the tire and tube repairing, a garage and repair shop is operated here. Quick, expert work may be had when needed.

FASHIONS AND FADS FOR WOMEN AUTOISTS

Many women are wearing the heavy silk coats for touring in preparation for the more wintry looking materials. With the elaborate fur trimmings and heavy linings they are just as warm and are more comfortable. One of the coats, in a full gathered model is in navy blue moire antique. It has an eight-inch bottom band of gray squirrel around the bottom, deep fur cuffs, a deep shawl collar with rever points and silver buttons. The lining is gray and silver brocade. The hat worn with this coat is a fur envelope turban with ribbon daisies which overlay onto the crown.

Cherry chiffon velvet is the material used in a smart coat for evening wear. The coat has loosely draped, soft French lines. Around the bottom there is a deep band of skin finished at the top with a three-inch scallop. The semi-draped kimono sleeves are for cuffs with scalloped hem and the fur collar is of the Chin-Chin variety. The lining is a gold and white braid.

White not new among robes for winter use, the one in broadcloth lined with wombat wool in natural gray is very popular. The robe is finished in the usual way with the wide stitched hem. Perhaps of interest why the robe is so well liked is because it's so light, pliable and warm. Long hair fur robes, while much used for touring, are not popular for the town kimono.

The vogue of the silk or wool scarf and cap is most astonishing. They are to be had in all materials, and are embroidered or not, according to fancy. A very smart white set is downy with the scarf ends embroidered in very large white ribbon daisies. The scarf is lined with heavy white silk.



A FOREST ROAD.

tions lying on the outskirts of the forests, districts from which the residents now have to travel scores of miles to secure relief from the heat.

The forest service had been trying for years to obtain from congress an appropriation which would enable them to construct these much needed roads, but the legislation always failed, but the bill, however, was finally passed, and last summer the service was notified that the money was available for the needs of the wooded sections set aside by the government for the use of the people.

"The \$10,000,000 appropriation, carried as a part of the \$85,000,000 good roads bill," said Chief Forester Henry S. Graves in discussing the matter recently, "will mean a great deal not only to the forests and the residents of the adjacent country, but to the people of the United States as a whole. It will mean that we will be able to construct about five times as many miles of road per year as formerly, that the interior of the forests, containing some of the most wonderful natural scenery on the continent, will be opened to easy automobile travel; that the

people of the United States as a whole. It will mean that we will be able to construct about five times as many miles of road per year as formerly, that the interior of the forests, containing some of the most wonderful natural scenery on the continent, will be opened to easy automobile travel; that the

Announcement of Interest to Motor Car Owners

IMPERIAL OILS AND GASOLINE NOW SOLD BY W. M. LAWTON

I wish to announce that I have purchased the business of Kinnie & Son, dealers in Imperial Oils and Gasoline, and will continue the business on the same basis as heretofore with offices at 103 N. Main St.

Motor Car Owners Should Remember When Buying OIL or GAS.

When you buy gasoline or auto oil are you paying for experience or results?

Experience at any price is expensive to you while Results are Cheap at Twice the price of experience.

If you are wise you will let me eliminate expensive experience for you and supply you with results in *Imperial Gasoline or Oil*.

There is no Question But What Imperial Gives More Miles Per Gallon and is Therefore the Cheapest in the End

W. M. LAWTON Successor to Kinnie & Son
103 N. Main Street Both Phones.

OLDS ADDS '8' SERIES WITH 4 BODY STYLES

Light and Distinctive With New Radiator Design—Comfort Features

Sold by Kemmerer.

Coincident with its entry upon the nineteenth year of its manufacturing existence, the Olds Motor works of Lansing, Mich., announces a new series of motor car—the eight-cylinder Model 45.

The published aim of the Olds Motor Works, in offering these cars, is to build a light car in point of performance, refinement of finish and mechanical excellence will be recognized as instantly competitive with the world's finest cars by the most exacting buyer.

There are four body styles in the new series, a seven-passenger touring car, a five-passenger touring car, a four-passenger club roadster, and a two-passenger roadster; the rear compartment of which is convertible into a leather upholstered seat for two extra passengers; all on the same eight-cylinder chassis.

Unusual beauty of line and hand-some proportions distinguish these cars throughout. They are distinctive individual to the last degree with power and strength apparent beneath the smooth flowing curves and glistening exterior.

Entirely new is the radiator, with a distinctive, fluted oval shell in nickel finish—a work of art as well as of advanced mechanical design. The starting crank spindle does not protrude through the radiator, the aperture being sealed by a nickel plated cap. A new type mud apron, with a deep wide flare, provides thorough protection against slush and mud, and, with the lamps the edges of which are grooved to match the radiator, finishes off an unusually attractive front and design.

Car is Roomy.

Throughout the car, considerations of comfort are predominant. The 120-inch steel base, with the compact eight-cylinder motor, provides unusually ample leg room, while high body sides and deep seats give the secure, cozy sensation of sitting in, not on the car.

Utmost luxuriance is evidenced in the upholstery, long grain, bright finish black leather, box-pleated and furnished with neat style tassels, enclosed in individual cases, the touch of this upholstery is delightfully soft and yielding; its appearance rich and sumptuous.

In the seven-passenger, detailed attention to comfort is manifested in the auxiliary seats, which are substantial and generous in proportion, with ample leg room both front and rear. When not in use, these seats tilt forward into recesses in the floor of the tonneau, and the back of the seat, seat further concealment being afforded by leather flaps that match flap pockets in the doors, presenting an unusually close harmony of design.

OIL COMPANY CHANGES HANDS

Well Established Business of Kinnie & Son Has Been Purchased by

Mr. W. M. Lawton.

It will be interesting to local motorists to learn that the oil business of Kinnie & Son, with offices at No. 103 N. Main street has been purchased by W. M. Lawton, who will personally conduct the business with the idea of rendering the motor car owners the highest class of service by selling only the very high grade Imperial oil and gasoline which is now in considerable demand on account of its high quality.

Tacoma Club Marks Roads.

The Tacoma Automobile club, Tacoma, Wash., has completed posting road signs on some 35 miles of highways tributary to Tacoma. The Olympic highway has been marked for a distance of 200 miles, while the Pacific highway to the south and many of the shorter roads to the northeast have now been marked.

SAVAGES INVADE JANESEVILLE



SAVAGE TIRES

and Grafinite Tubes

Better tire and better tube values because Savage Tires are sold Direct from Factory to Consumer. No dealers' percentages are figured in our prices. The middleman's usual profit is all saved and added to the quality, so we can quote you low prices.

You get, in Savage Tires, extra mileage, as well as low prices—10,000 mile "Savages" are common; 20,000 mile "Savages" are not unusual. Adjustments are made on the basis of 4,500 miles—1,000 miles more than standard makes.

Savage Tires and Tubes are not new. They have well established reputations for mileage and quality. We have just received a full stock fresh from the factory and are well equipped in every way to take care of your tire needs.

Ask For Tire Book

Factory Distributor:

JANESEVILLE VULCANIZING COMPANY

Janesville, Wis.

103 N. Main Street.

G. F. LUDDEN, Manager.



Janesville Vulcanizing Co.,

G. F. LUDDEN, Prop.

103 N. Main St. Both phones.

PEDESTRIANS OUGHT TO SHOW GREATER CARE, TEST SHOWS

Albany, N. Y., Feb. 24—"Recently," says Secretary of State Rugo, "there was conducted a demonstration measuring the time interval between seeing a small white flag appear and pressing down a lever with the finger. With most of the persons experimenting with this interval was found to be about one-tenth of a second, but with some more slowly moving individuals the interval was twice as long."

This kind of a measurement has an immediate application to prevent street traffic conditions where a vehicle traveling 15 miles per hour moves forward three feet. In one-tenth of a second it follows that, however alert a pedestrian may be, a fast vehicle can move from three to six feet from the position in which he first noticed it, before he has time to even move a finger, to say nothing of moving the rest of his body.

It also shows that the pedestrian may unconsciously bring disaster upon himself by relying too much on his watchfulness and quickness of the drivers of automobiles. He may exercise too little for his own safety his right to use the roads. This often leads him to step without looking into a heavily traveled street, or to walk from behind the trolley car directly into the path of vehicles. In fact, this demonstration proves that no little emphasis has been placed upon the dangers of the road, on which traffic has more than doubled during the last two years, and educational work along this line will do much to diminish the number of highway accidents.

Court of appeals at Albany, N. Y., holds that a car maker is liable for defects in an article causing injuries to purchasers, even though purchase is made through intermediaries.

\$900 IS AVERAGE PRICE OF AUTOS

Year 1917 Will Make Purchase of Car Cheaper Than in Any Other Previous Year.

There is no other industry in the world's history which shows such phenomenal growth as that of automobile manufacturing. The increase in number of motor cars seems like a page of fiction from the tales of Arabian Nights. We read with incredulity of the astounding amounts of money passing hands daily in the terrible war struggle in Europe—yet we pass with hardly a comment on the billions of dollars actually put into circulation by the automobile industry and its allied branches.

It is hard to believe but nevertheless true, that the total number of cars manufactured in this country in 1916 was 1,648,536, the total value of which, based on retail prices, was \$1,995,628,000, or 80 per cent greater than 1915.

Cars the World Over. Statistics of 1916 show approximately automobile registrations in the eight leading countries of 3,355,721 cars in the following order: United States, 3,352,000; Great Britain, 276,000; France, 184,400; Germany, 71,455; Canada, 53,660; Russia, 15,360; Austria, 13,160; and Italy, 13,000, with a total valuation of the cars owned in the United States of over two billion dollars.

Just as the war has revolutionized science, surgery and medicine, so has the automobile industry changed old methods of manufacturing, created new wonders in chemistry and developed some of the master minds of business. The methods of steel manufacturing have been improved to such an extent that weight has been reduced in the last ten years 25 to 40 per cent. Six popular cars of 1917, compared with their 1907 models, show a decrease in weight of 28 per cent, but with an inestimable increase in strength. As an example, in 1907 the Crow-Elkhart weighed 3,700 pounds, while today it tips the scale at 2,940.

With electricity mastered to its present state of efficiency, the storage battery perfected and incandescent lamps improved. The manufacturing of cotton fabric for tire construction has changed the entire methods of cloth manufacturing. Life on the farm has been made new existence; labor-saving devices and methods for the decrease of production costs have found their way to other lines of business manufacturing, following the example of automobile production.

In 1916 the average cost of motor cars was \$2,123; in 1917 the average price will be about \$300. This economy in production costs will enable manufacturers to save to the buying public approximately \$1,373 per car over the cost of ten years ago. With 2,557,000 cars estimated by factories for 1917, this gives the tremendous savings of \$3,450,000. Nine years ago the Crow-Elkhart price was \$3,400; today it is \$795, with an increase in production of 2,000 per cent in nine years.

Work of the Trucks.

Statistics show that each motor truck of one-ton capacity does the work of four horse teams. The motor truck has made possible the changes in the map of Europe in transporting men and supplies—made possible the advance of the United States troops into Mexico. And it is rapidly changing the methods of transportation of merchandise, not alone in the civilized world but in the far-off countries where white men hitherto have feared to go.

What is the future of this great enterprise? When will this magic of modern times get to its maximum growth? Can the increase in the years to come be in proportion to the growth of the past? Let us analyze the march of progress. In this marvelous age of progress, we realize more truly that the crown of leadership belongs to the Prince of Industry—the Modern Motor Car.

IS FEATURE OF DODGE CARS

The neat crown in the fender is one of the distinctive features of the Dodge Brothers car. It may be of interest to know that special machinery of tremendous proportions is necessary to produce this crown. The illustration will give an idea of its magnitude. The fender press in the foreground picture shows sections of the large pressed steel department, dependent on the fine sheet steel with a pressure of 900 tons. The crank shaft, shown in the other picture, is similarly cut and pressed into shape. In this same department there are several machines for pressing out the hub caps, one of which weighs 150,000 pounds and exerts a ram pressure of fully 3,000,000 pounds.

Want ads yield quick returns.

AUTO OWNERS' SERVICE TESTS

The King Motor Car Co., of Detroit, will conduct their car owner's service tests during the coming year and the public is asked to make suggestions. In case a suggestion is adopted, Mr. Artemes Ward, Jr., president of the company, states that the sum of one hundred dollars will be paid to the person with the idea, provided they are not connected with the King organization.

It is not the intention of the King official to stage any event except the kind that has real merit for the public.

With the eight cylinder King owner and the thought must be something along original lines.

During the past year the eight cylinder King has figured in a number of car owner's service tests, with stock cars, two of the tests being under the auspices of the American Automobile Association giving to the King product records that were never before established or, if ever, even attempted to break. One was the well known 10,850 miles nonstop stop (no mechanical trouble) run on the Sheephead Bay Motor Speedway and the other "an over the road" under actual touring condition fuel economy test from Pittsburgh to Milwaukee.

"It is but natural," Mr. Ward states, "that we should have a large number of offers for touring trips and commonplace tests, something that combines pleasure with work, but which should be originality or results in value because of the information they impart to the owners. What we want are tests that will be educational of benefit to King owners and affording opportunities to our engineers to gather new data for future design. The King salesrooms in Janesville are at the Janesville Automobile Co., in charge, of Mr. Wm. O'Connell.

BEAUTY HINTS FOR WOMEN MOTORISTS

It is said persons who perspire freely do not freckle or tan so easily. But motoring does not tend to induce perspiration, except, perhaps, in the case of blowouts and the like, and the motorist is particularly susceptible to the solar rays. The heat of motoring dries up the outer layer of skin, and under there is additional protection, such as cold cream—or the freckle. One is advised to avoid water, especially warm water, on the face for at least an hour before exposure to wind or cold. Rose water and glycerine, though, are not tabooed, for they prevent sunburn and ward off the marauding freckle, which seems to have an affinity for the tip of the nose and the cheek just beneath the eye. *

Freckles are due to the irregular deposit of pigment forming cells in the skin. Exposure to sunlight stimulates the pigment formation, and freckles are the result. Tan shows a regular distribution of such cells. Pigment cells are more numerous in certain spots, which appear darker when the skin is exposed to stimulants of pigment formation and are the freckles. *

If one could avoid sunlight altogether, one could avoid freckles. It is possible to protect your skin against sunlight by cold cream and a good powder. Light summer freckles eventually wear off. Lemon juice, hydrogen peroxide and glycerine hasten their departure. Never use an application containing corrosive sublimate, however. This is one of the most dangerous poisons and is as much to be shunned as lead in powder.

BOSTWICK DISPLAYS AUTO LUNCH KIT

R. M. Bostwick & Son Show a New Novelty That Appeals to Motorists.

To drive out into the open country, take out your auto lunch kit, some appetizing food, spread an oil cloth on the ground and serve lunch to your guests, something that has always been more or less of a problem to the motor car owner. Now this is made easy by the possession of an Auto Lunch Kit as shown by R. M. Bostwick & Son. This kit contains everything necessary to the serving of a meal. Put up in a neat case just the right size to strap on a running board. The prices are very moderate.

"OAKLAND SENSIBLE SIX" "Sturdy As the Oak"

THE car with famous 41 horse-power valve in head motor, Delco starting and lighting system, 32x4 tires nonskid on rear, 115 inch wheel base, a very roomy body and averaging 20 to 25 miles on a gallon of gasoline and will stand the test with cars selling around the \$1,000 mark and over.

If you contemplate buying a six cylinder car this year selling around \$1,000 don't fail to look this car over first, have a ride in it and determine for yourself if it is not the best buy for the money you have seen.

It has the latest type of upholstering, beautiful lines and wonderful riding qualities only found in some of the higher priced cars.

The Oakland is a sensible six because it has flexibility and power linked with simplicity of construction and economy of operation which users of cars have found to be the best obtained in this type of motor. The price being \$875.00 F. O. B. factory.

PRIELIPP & WEIBLER

212 E. Milwaukee Street.

CHALMERS CARS

OUTPUT SOLD

The outlook for the Chalmers for the coming season is a sad one from all appearances as the output up-to-date has been about all sold up and the factory is working day and night in an effort to gain some ground and to be able to supply the demand when the season is in full swing.

The Chalmers is well known to get into many minor details, but up to January 10th, they had turned out some 30,000 cars and right now are

The Chalmers can be throttled down to three miles per hour or you can go sixty if you like. Are economical and tires and makes a fine family car.

The price will be advanced about \$160 March 1st, due to shortage of material that goes into them.

ACETYLENE WELDING DONE BY BURTON

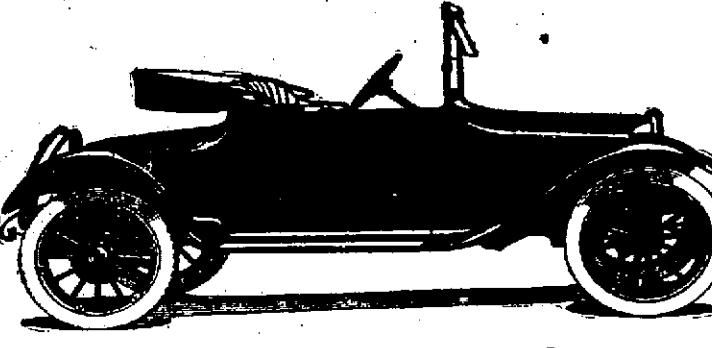
Time and Money Saved to Motorists by Using Burton's Welding Plant.

It is no longer necessary for owners of automobiles to submit to delay and expense for charges for repairs when they are unfortunate enough to break any of the auto's parts. This work can be done at Fred B. Burton's plant, 111 North Jackson street, with no loss of time and at little cost.

Mr. Burton's seven years' experience with oxy-acetylene welding enables him to do the very best kind of work.

Read the want ads, they're newsworthy.

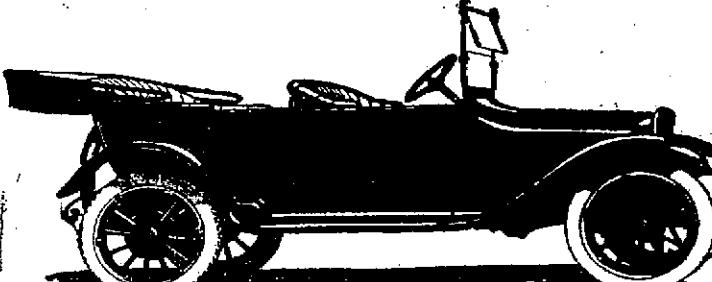
DODGE BROTHERS MOTOR CAR



A man's car in its sturdiness and swift response—a woman's car in its grace of line and design

In short, an ideal car for two. Lounging room for both; and luggage room for both. Beautiful finish and steady, consistent performance—no matter what you ask it to do or where you ask it to go.

The tire mileage is unusually high. The price of the Touring Car or Roadster complete is \$785 (f. o. b. Detroit)



Janesville Automobile Company
18 South Bluff Street.

Wherever Men Meet Who Know Motor Cars

you will find a hearty word of commendation for the Paterson.

Every man has his favorite—and we do not say the Paterson is the only good car—but the number of men who are saying, "My next car will be a Paterson," is growing larger every day.

Motor car value—the kind you can put your finger on, and judge for yourself—is just crowded into the Paterson.

Start with the exterior. Its big, generous, yet graceful lines satisfy the eye as no skimpily built car ever can. It is a real motor car—not a substitute for one. With it, you can drive right up alongside cars costing from \$1500 to \$2000 and feel no regrets for your choice of the Paterson.

And inside, where the element of real service is determined, you will find it maintains and even exceeds the promise of its handsome exterior.

The Continental Motor, six cylinders, forty-five horsepower, means a torrent of power, long life, dependability and economy—no need to say more to the man who knows motor values.

You will find the Delco Electric Lighting and Starting System on the highest priced motor cars in America—and on the Paterson.

Light weight, 2700 pounds. Big, roomy seats, with auxiliary seats for children if you wish. A flexible, perfectly balanced spring suspension that means constant comfort over all kinds of roads.

You are going to see a great many more Patersons this year than ever before. Why not be among the first to select this wonderful car?

Janesville Automobile Company

WM. O'CONNELL, PROP.

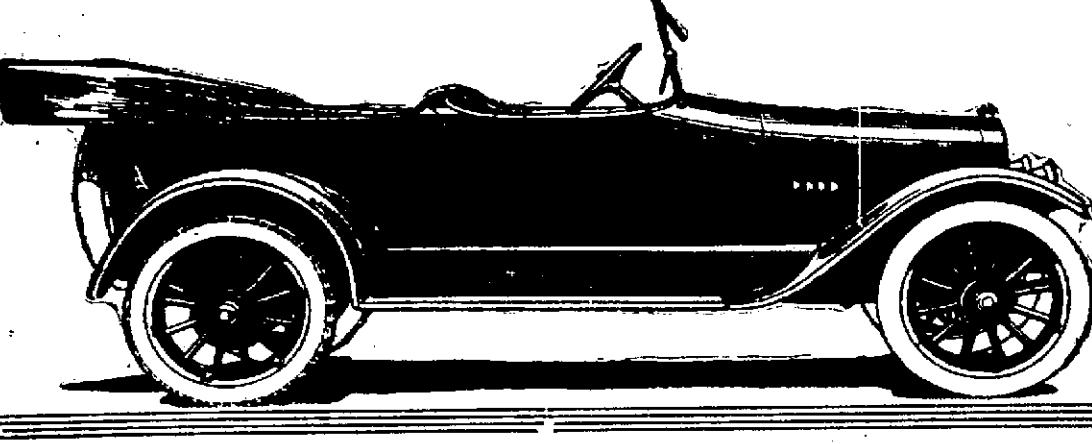
18 S. Bluff St.

Manufactured by

W. A. Paterson Company, Flint, Michigan.

PATERSON

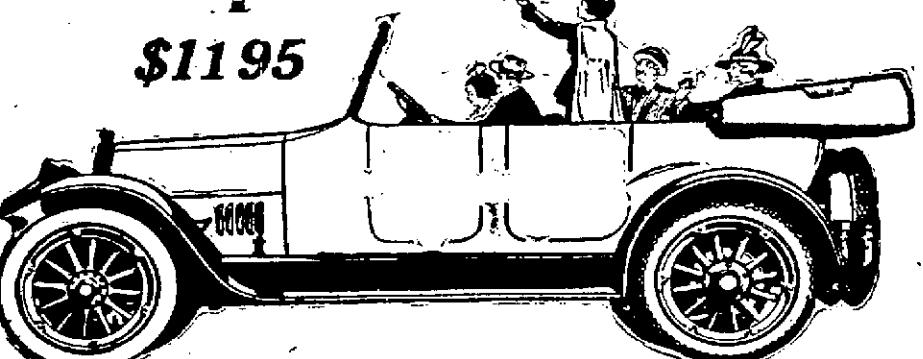
\$1165. 6-45



KISSELKAR

Hundred Point Six

\$1195



Hundred Point Six

THE new Hundred Point Six at \$1195 establishes in beauty and duty an unapproached standard of motor car value.

Let us explain to you its One Hundred Quality Features—each vitally concerning looks, comfort, refinement, efficiency, stability and economy.

Look it over. Car on display here. Today is best.

KISSEL KAR

EVERY INCH A CAR

F. B. BURTON

Both Phones.

111 N. Jackson St.

SEE THE CLASSIFIED PAGE FOR USED CARS

DESCRIBES METHODS USED TO RESURFACE ROCK COUNTY ROADS

HIGHWAY COMMISSIONER MOORE
GOES INTO DETAIL ON MAT-
TER OF ROAD MAINTENANCE.

GREAT CARE EXERCISED

As Much Attention Is Paid to Recon-
struction as to Original Building.
Large Mileage Treated.

The following article by Charles E. Moore, highway commissioner of Rock county, goes into detail on the methods employed in this county in resurfacing worn out state and county aid roads. It was read at the recent meeting of the Wisconsin Good Roads Society at Madison and has lately been published in the *Constructing and Engineering Magazine* of Chicago. Mr. Moore's exposition of this important subject has attracted wide attention and he has received inquiries from all parts of the country in regard to it. It will be of interest to all persons who are interested in persons who are interested in good roads for Rock county.

"Resurfacing and Surface Treating Gravel Macadam Roads."

(By Chas. E. Moore.)

We have resurfaced about 35 miles of gravel roads in Rock county the past three years.

The method we pursue in resurfacing a gravel road is essentially the same as in new construction except that we plan to use the old road bed for the foundation course.

We begin by trimming up the old grade, being careful to open up the gutters and provide for proper drainage, replacing worn-out culverts by reinforced concrete culverts wherever needed. We then stake out the road bed according to the center line survey, using two lines of stakes for the purpose, set every 100 feet, resurfacing the width of the intended surfacing. Having established the true lines to which the intended surfacing is to be applied, we hitch a team to a scattinger and using four teeth scarify the outer eighteen inches of the old gravel surface, or, when the old road bed is extremely rough and wavy, the entire road surface to a depth of 4 to 6 inches. This attaching a team to a grader we use the loosened gravel to true up the road bed, filling up all depressions, putting the gravel from one side to the other to balance up, bringing it to the center to give necessary crown or leading it out over the outer edge of the scarified line according to requirements in order to give a true subgrade for the new surfacing with retaining shoulders of sufficient height to retain the gravel of the depth required.

We originally use a four to six inch coarse depending upon the condition of the old road bed. If the road should be so badly paled out as to warrant a deeper course than six inches, it is best to turn out and lay the gravel in regular courses of four to six inches.

If at any point the old road is considered to low, instead of filling out the grade should be raised up and sufficient dirt brought in from the gutters to build retaining shoulders and the gravel deposited between will raise the grade to any desired height.

Crushing Plants Used.

Having completed the new subgrade it should be thoroughly rolled and is the time for the surfacing. If the gravel is not fit to be used pit run, we install one of our portable crushing plants with gravel conveyor attachment. These outfits have a capacity of 10 cubic yards per day and have solved the problem of gravel road construction in Rock county.

Care should be taken to see that the gravel has a fine binding element, that it will stick up properly after being flushed and rolled. In the case of clean cement gravel 10 per cent clay should be supplied as the gravel is fed into the crusher. This percentage can be reduced according to the ratio of binding element in the gravel. This binding element can be added by making mud bags, the screens and water being used to draw off excess water leaving them in this way with what is required. I find that reddish colored gravel will always set and make a hard road without the addition of clay. We aim to crush the gravel as fine as a jaw crusher will do it conveniently. We use a one-fourth inch screen for the first bit of screenings and a two-inch screen for the second, or even wider in case it turns out too much screening. In case there is a large percentage of sand we place a wire dust jacket or second screen around the one-fourth inch screen to save and carry the small pebbles on into the gravel bin and waste the surplus screenings. If the gravel is dry and comes out too clean, we also place a wire dust jacket or varying width around the dry screen and carry enough of the screenings back in so as to nicely fill the void in the gravel but not enough to make sand rockets when dumped on the road. This makes a combination that works to best advantage under the roller. After this gravel is spread on the road bed the roller is put to work on it. In the meantime screenings are dumped on the shoulder of the road at intervals of about 15 feet, whenever the edges of the gravel are not filled until no gravel appears on the surface, the rolling being kept up until the gravel is thoroughly settled. It is then ready for flushing. We flush about 300 feet at a time, using from three to five tanks of water for the purpose according to requirements. The water being applied in sufficient quantity to keep the gravel from sticking to the sides of the roller, screenings being again applied whenever the gravel appears on the surface. The road should be rolled until it runs down smooth and is thoroughly packed, care being taken not to roll long causing the gravel to get mushy. If for any reason the process is not successful, the road should be allowed to dry out and the process of flushing and rolling repeated.

Screening for Dust Cushion.

After the road is dried out and before opening to traffic an inch or more of screenings should be evenly spread on the surface of the road. The purpose is to supply a cushion or carpet to prevent raveling and to preserve the metal from abrasion. Before the appearance of the automobile, when swift movement traps the road and causes it to move, just as a dust cushion was supplied by the action of horse drawn traffic. We must now supply that cushion artificially. We have found by the application of screenings, as I just stated, that a road can be preserved the first year or longer by the use of a king drag by simply going over the road when it is wet and dragging the screenings back onto the track where they have begun to work off the edges of the road. This process can be kept up with fairly good results until the screenings are worn out. This method of surface treating with screenings may be economically used wherever gravel screenings are obtainable and is especially good for maturing a new road.

When the gravel we are using contains a large percentage of small pebbles and a small percentage of coarse pebbles we crush it as fine as we can

IT'S LATEST NOVELTY IN MOTOR FINERY



PATERSON CAR NOW SOLD IN JANESEVILLE

Janesville Automobile Company
Takes Agency For New Cars and
Look Forward to Prosperous
Season.

The Paterson car is designed along
commercial lines. Embodied in its
design there are many features that
will have a strong appeal to exper-
enced automobile buyers.

Most important with its usual pol-
icy the company is building only one
chassis model of the Paterson car for
1917.

Most important, however, is the
fact that for the first time the com-
pany is supplying two different types
of bodies, namely, the regular Pat-
erson touring body with a few changes
and improvements, and in addition a
four passenger close-coupled body
commonly known as the "Chummy
Roadster" type.

The Paterson 6-45 is powered with
the new high speed six-cylinder Con-
tinental motor. It is equipped with
Delco ignition, Starting and Lighting
system.

to give an even mixture and use it
on the run. We find the finer the
gravel the less it will ravel under
automobile traffic.

When we are using material out of
a glacial drift consisting of a con-
glomerate of gravel, broken heads, and
light colored clay, we pursue the same
process as that just mentioned. This
material does not need to be flushed; it
only needs to be rolled when damp.
It makes an excellent road and in the
three years we have been testing it
out it has given the best results of
any material we have used and is
good even when the percentage of
metal is not large. It is impervious
to rain and it does not ravel in dry
weather, hence does not require oil
as much as other macadamized roads.

The cost of resurfacing a
gravel road depends largely upon the
distance of the haul, costing all the
way from \$500 to \$2,000 per mile.
Need Penetrating Oil.

We surfaced treated with oil 20
miles of road in 1914 and 27 miles in
1915. We find the oil that best
suits our purpose is one that has good
penetration and at the same time will
produce a good carpet by the addition
of sand. An oil that is all absorbed
by the road surface is not satisfactory
in that it does not make a good car-
pet of wearing surface. On the other
hand, an oil so heavy that it will not
penetrate well will soon pull off from
the oil to board. Diesel oil should also
be given to the period of time an oil
will retain its "life" or elasticity and
that is least affected by change in
temperature.

We use a motor truck to trail our
pressure distributor and our sweeper.
In applying oil cars should be taken
to thoroughly sweep the road free
from dust and dirt. We apply all the
oil that will go on the road. In
1916 we used 3,000 gallons per mile
on nine foot road, oiling ten feet wide.
We have a gang go ahead of the oiler
and haul sand and dump it in one-
fourth yard piles 26 feet apart just
outside of the traveled way. We pre-
fer sharp torpedo sand running up to
one-fourth inch pebbles because we
find it builds up a better carpet than
fine sand. We expect to use iron
to haul the sand next year. Another
gang follows the distributor and
spreads the sand, using enough to take
up all the oil remaining on the sur-
face. After a few hours or a day the
men go back over the road and look
for depressions where the oil has col-
lected and shows through the sand and
fresh sand is applied with the double
purpose of building up the depression
and keeping the oil from picking off
where more needed. If there are any
bad ruts they should be tramped full
of gravel and saturated with oil with
a generous supply of sand on top. If
at any time bare spots appear after a
road has been oiled, it should be gone
over and oil should be poured on the
spots; all well covered with sand.
Otherwise the ruts will soon form in
the bare spots. We believe in oiling
all public traffic roads where the ma-
cadam shows a tendency to ravel.
We are not convinced that it pays to
oil the poorer grades of gravel roads.
If the gravel is near at hand it is more
economical in the case just cited to
keep the ruts filled with fresh gravel,
to use the king drag systematically
and to resurface the road when it has
worn thin.

The average cost of oiling roads in
Rock county in 1916 was \$355 per mile.

CHAS. E. MOORE,
County Highway Commissioner, Rock
County, Janesville, Wis.

OAKLAND SELLS AT POPULAR PRICE

Priplitt & Weibler Have Agency For
This Popular Model.

As the automobiling season is fast
approaching there are many who are
going to buy a car this coming spring
and summer, but the question that
is puzzling the majority of buyers is
what car to buy and while there are
a great many makes of cars on the
market today it must not be forgotten
that there is a big difference in them,
even those ranging along about the
same price, but for a well proportioned,
well balanced, very accessible,
plenty of power and room with a
41 H. P. motor, valve-in-the-head,
which is a misnomer, oil, gas and
tires, it would be a very hard matter
to find the equal of the Oakland.

Contains the best grade of material
throughout and with driving qualities
that could hardly be expected at the
price. The secret of all lays in body
suspension and rear spring which
measures .52 inches long. The up-
holstery is of the latest type, known
as the pleated type, in other words
it has not stay buttons. The aver-

age mileage is from 20 to 25 miles
per gallon, has the Delco starting and
lighting system with an Exide bat-
tery, genuine Pantosote top, overcap-
ping windshield, a moderately priced
car built to operate at a reasonable
cost.

Recovered.

Brown—I met White a few minutes
ago on his way downtown to recover
his son's body. Green—You don't tell
me! Was his son drowned? Brown—
Oh, no! But his father said he needed
a new suit of clothes.

The ordinary year ends on the same
day of the week as that on which it
begins.



DORT

The First Impression Lasts

First sight of the 1917 Dort will
impress you. The trim, smart
lines—the new conveniences
and the comfortable, substi-
tutional atmosphere of the car
carry great conviction.

Then get down to brass tacks.
Look under the hood, under the

F. F. BURGGY, Edgerton, Wis. Agent.

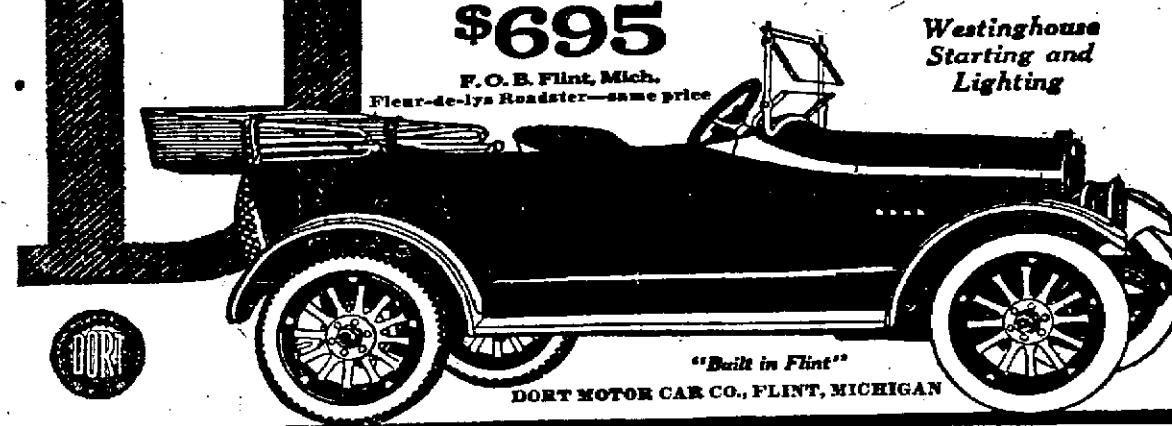
Wanted—Live Agents in Rock County. Write to Above.

\$695

F.O.B. Flint, Mich.

Fleur-de-lis Roadster—same price

**Westinghouse
Starting and
Lighting**



America's greatest "Light Six"



Always a car of character and unusual beauty
the new series Haynes "Light Six" em-
bodies a number of refinements which make
for even greater comfort and exclusiveness.

But the engine is the same wonderful tried
and true, high-speed motor, which has been

WITH CYLINDERS 3 1/2 x 5.
THIS MOTOR DEVELOPS
MORE POWER THAN ANY
OTHER MOTOR OF ANY
MAKE OF EQUAL BORE
AND STROKE.

This reserve power,
coupled with rare ease
of control, gives the
Haynes "pep" and snap,
responsiveness to the
throttle, that no other car of its kind can equal.

One sixty miles per hour on high—pick up
of 30 miles within 7 1/2 seconds from standing
start—8000 miles to a set of tires, 400 miles
to a quart of oil, 16 to 22 miles on a gallon of
gasoline—these are definite figures of what
the Haynes does in the hands of its users—
and figures that give the Haynes a big margin
of preference after searching comparison.

We cite the well known facts of Haynes per-
formance, merely to convince you it's worth
considering. Let us demonstrate and
ACTUALLY SHOW YOU what the Haynes will
do for YOU.

SPECIFICATIONS AND PRICES "LIGHT SIX"

Model 56
5-passenger touring car. Weight 3600 lbs. Wheelbase 121".
Price \$1595
Closed Car \$2260

Model 57
4-passenger roadster. Weight 3000 lbs. Wheelbase 121".
Price \$1725

Model 58
7-passenger touring car. Weight 3100 lbs. Wheelbase 127".
Price \$1725
Closed Car \$2390
Domeable Sedan and Coupe tops for all models \$375
Wire Wheels Extra F.O.B. Kokomo

All models are completely equipped, including seat
covers, moto-meter, ammeter and all accessories.

HAYNES

Alfred
Schnell
Local Distributor
1130 Milton Ave.
R. C. Phone Red 879

THE HAYNES AUTOMOBILE CO.
KOKOMO, IND.

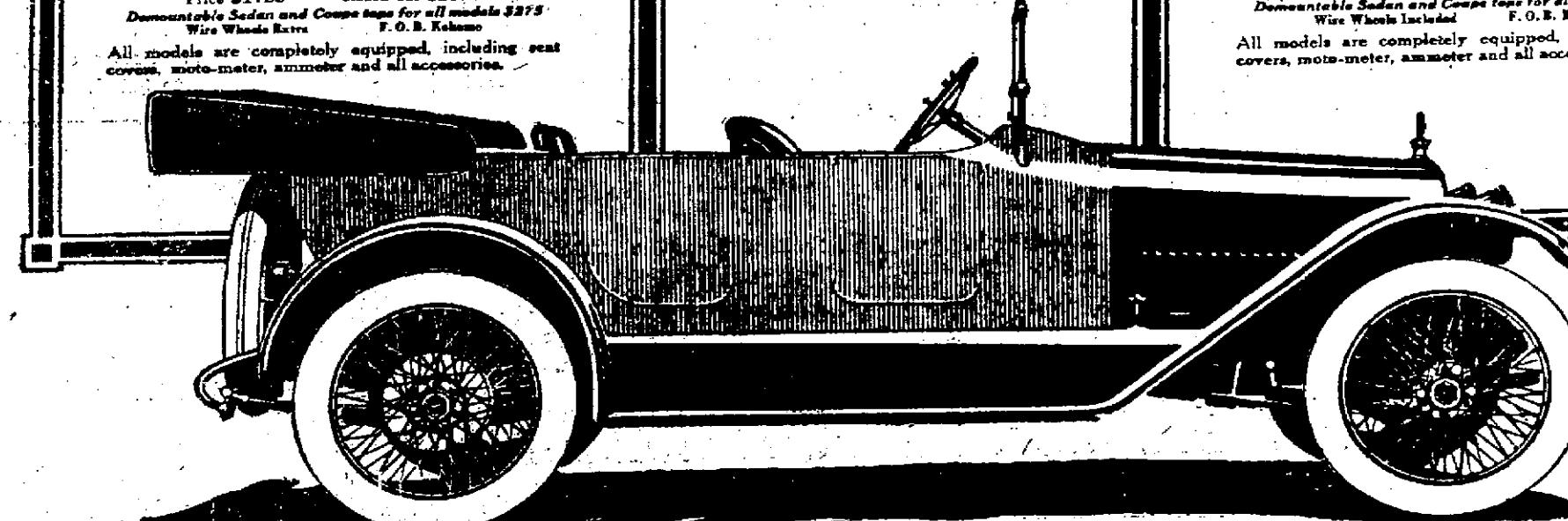
SPECIFICATIONS AND PRICES "LIGHT TWELVE"

Model 49
5-passenger touring car. Weight 3100 lbs. Wheelbase 121".
Price \$2095
Closed Car \$2760

Model 51-E
4-passenger roadster. Weight 3100 lbs. Wheelbase 121".
Price \$2225

Model 52
7-passenger touring car. Weight 3200 lbs. Wheelbase 127".
Price \$2225
Closed Car \$2890
Domeable Sedan and Coupe tops for all models \$375
Wire Wheels Included F.O.B. Kokomo

All models are completely equipped, including seat
covers, moto-meter, ammeter and all accessories.



COMMERCIAL CLUB ROAD COMMITTEE'S PLANS FOR SEASON

(continued from page 2, 1st section.)

No matter where you go will see Ford cars, those sturdy little machines which are offered for sale at a price that nearly everyone can afford to pay. One should not think, however, that because the price is low the car is cheap. The best kind of materials enter into its construction and some of the earliest models made years ago are still giving good service every day in the streets. In addition to the Ford distribution, it is handled by three firms, Robt. E. Biggs, who has a large modern Ford garage on North Academy St., maintains the Janesville distributing point. Cullen & Harte of Milwaukee represent the Ford interests in that vicinity. R. B. Townsend handles the Ford territory in and around Evansville.

DIAMOND TIRES ARE GUARANTEED

Fred Sheldon of the Sheldon Hardware Company says: "Bring back any Diamond Tires that owe you anything and we will make good their shortcomings—be they little or big—and will make good fairly and squarely, generously and gladly. He is eager to have the slightest trouble in a Diamond tire squared."

Sheldon Hardware company has been selling Diamond tires for two seasons now and have built up enviable business in this line. Now they have branched out into the supply and accessory business also.

SHELDON ADDS AUTO ACCESSORIES

Well Known Hardware Store Opens New Department to be Devoted to Motorists' Needs.

Motorists will be glad to learn of the opening of a complete auto supply and accessory department in connection with their auto tire department and their general hardware business.

Mr. Sheldon announces that they will carry nothing but the very best obtainable supplies and accessories and that prices will be always most moderate.

COSTIGAN CLOSING OUT AUTO TIRES

T. R. Costigan, Corn Exchange, who has been agent for McGraw Tires for some months past has terminated the agency and is now closing out the remaining stock of tires and tubes at fifteen per cent under present prices.

WHATCHAMA COLUMN.

Inventors. Inventors are men with something to do and no way to do it who do it. We say inventors are men. They are men. You don't find inventors among the lower animals. No sir. You never heard of a righteously bug trying to put more candle power in his tail did you? Or a hen trying to lay sidewalk instead of eggs? No. Nor a toad with a perfect cure for warts, either. Inventors are not only men, but they are the type of men who prove absolutely that they never were monkeys, or tadpoles, or tuna fish or anything else but men.

KISSEL MAKES WINTER MOTORING MORE PLEASANT

"The joys of winter motoring, now appreciated and experienced by a very much larger percentage of Minneapolitans, is a recent realization of Kissel Cars. The development of the closed car was not very encouraging up to three years ago. The demand had been small, production in keeping and prices consequently high. Then along came Kissel with an inspiration that changed all—that the idea of the all-year car. What the all-year car has done for the automobile industry. That it has increased the automobile calendar from six to twelve months, revived each branch of car making and selling—instilling in them new life, energy and profit—is a conceded fact. So much for the effect of Kissel's innovation on the marketing of cars."

31 Extra Features
8 New Body Styles
Built by John W. Bate

Mitchell \$1460 For 7-passenger Six—
\$1150 For Mitchell Junior—
48 h. p.
127-inch Wheelbase
120-in. Wheelbase Six.
Both Prices f. o. b.
Racine

Now 100% Over-Strength

Now 24% Added Luxury
Now 31 Extra Features

We have to announce for the coming season the following every important part. It made Vanadium steel. And over 440 Mitchell betterments.

Every part which meets a strain is now twice as strong as need be.

We now build our own bodies. The saving we make goes into extra luxury. We have added 24 per cent to the cost of finish, upholstery and trimming. The new cars are super.

And we have increased our extra features to 31. These are attractions which nearly all cars omit.

All Are Results Of Efficiency

The Mitchell is built under John W. Bate, the famous efficiency expert. The whole Mitchell factory—the model plant of America—was built and equipped by him.

The Mitchell car of today is the final result of his efficiency methods. He has worked out in it more than 700 improvements.

All that we give you in extra value is due to John W. Bate. It is paid for by factory savings.

Double Strength

We have claimed heretofore 50 per cent over-strength in

TWO SIZES

Mitchell a roomy 7-passenger Six, with 127-inch wheelbase. A high-speed, economical 48-horsepower motor. Disappearing extra seats and 31 extra features included. Price \$1460, f. o. b. Racine

Mitchell Junior a 5-passenger Six on similar lines with 120-inch wheelbase. A 40-horsepower motor—4½-inch smaller bore than larger Mitchell. Price \$1150, f. o. b. Racine. Also all styles of enclosed and convertible bodies. Also demountable tops.

31 Rare Extras

We include in the Mitchell 31 features, most of which all other cars omit. They are wanted extras, like a power tire pump, a locked compartment, a tonneau light, springs which have never broken.

Mitchell dealers now have these new cars on show. Go see the lines and finish. See the extras. See the endurance records. See what Bate efficiency methods have done for this famous car.

MITCHELL MOTORS COMPANY,
Inc.,
Racine, Wis., U. S. A.

STRIMPLE AUTOMOBILE CO., W. T. Alderman, Mgr.



set forth as the prime reason for many price advances in the last year is the automobile industry. If for nothing more than prices and material market conditions this year will be phenomenal in motor car history." It is in this way that Don L. Watson, assistant general manager of the Haynes Automobile company, sums up the motor car manufacturing aspect of the coming year. In his seventeen years of continuous service for the Haynes company, Mr. Watson has learned the automobile manufacturing game as it has developed from a puny industry of times to the commanding prodigy of modern times.

"To be specific about material prices," says Mr. Watson, "it is only necessary to mention the open hearth steel, used in automobile drop forgings, which has gone up from 150 per cent to 300 per cent. Next to open hearth, nickel steel has given itself over to making marked advances in price. This material, which we use extensively in making Haynes chassis, is resting temporarily at marks doubling those of last year.

"The aluminum market has fallen far short of being stationary, with its present quotations tripling those of two years ago. They are higher, but improved prices for crude rubber and fabric. Leather, top materials, copper tubing, the sheet metal used in making fenders, bonnets and

dust pans are from twenty-five to 150 per cent higher than in previous years. Then with these advances, the labor cost, which is the largest single item in making a motor car, has increased by a generous percentage.

A number of automobile manufacturers have revised their retail list figures, but with this they are scarcely keeping up with the owners.

Prices to the owners in rare cases have been lowered, more than ten per cent. With basic materials from one to three times as high as they have previously been and no material at a standstill, it looks as if the car buyer will get more for his outlay this year than ever before."

REO

"NO CHANGE IN PRICE"

Last year's prices still prevail on the Reo cars, the Fours still sell at \$875.00 and the Sixes at \$1250.00 and are two cars that are in a class by themselves.

Every part and every wearing surface is built 50% over six probably not necessary but it certainly puts that lasting and wearing quality into them. One thing "The Reo" the Gold Standard of the World is known for and they compare very favorably with cars selling in the 2 and 3 thousand class, being equipped throughout with the best known bearings made—the Timken and the Hyatts.

The motor remains precisely the same with the exception of a change in the intake manifold and carburetor which have been redesigned so the owner of a Reo can use the low grade of gasoline that is now being used, the change is a small thing to find but a big thing to get.

The Reo is one of the best balanced cars on the market today and it is a very common thing for a Reo owner to get from 8 to 10 and even 11,000 miles on one set of tires, this has been done, and can be proven. Better call and get better acquainted with this wonderful car, demonstrator on the floor.

PRIELIPP & WEIBLER

212 E. Milwaukee St.

Price Advance April 1st

Another \$100 will be added to the price of Cole Eight touring cars and roadsters April 1.

These are the models the sales of which have increased more than 200 per cent during the first two months of this year despite similar price advance January 1.

As a result we have been forced to put into the production of these two models materials which we had not counted on beginning to use until July—materials purchased at the present higher prices.

Consequently, we are obliged to announce the second increase in price 90 days ahead of the date originally set.

Our contemplated production of 10,000 Cole Eights for 1917 will not be disturbed, however. Our entire present allotment is at your disposal at the present price—\$1695.

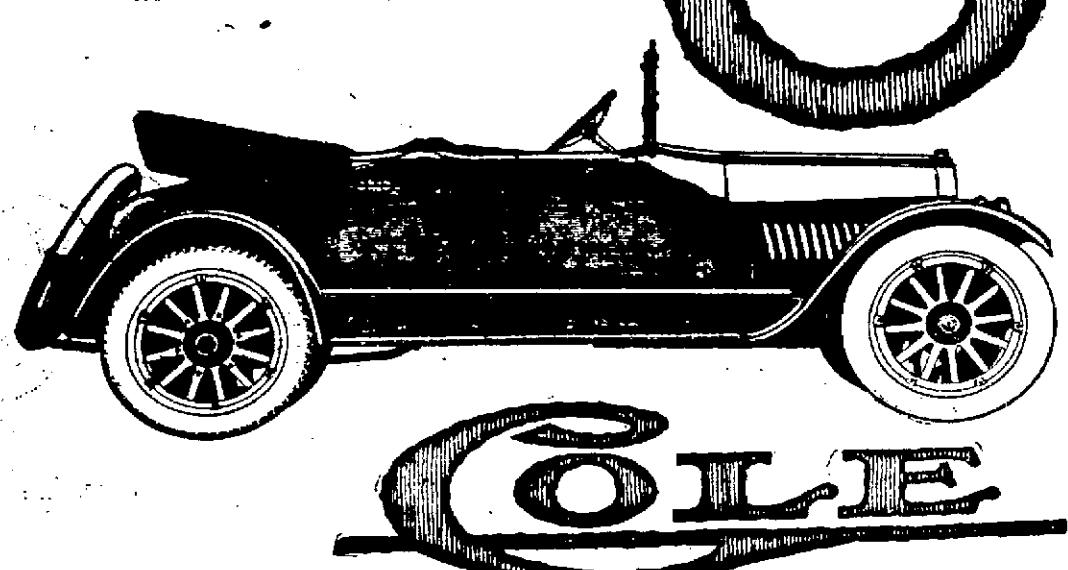
You can save \$100 by buying before April 1.

TOURING CAR	\$1695
TUXEDO ROADSTER	\$1695
TOURSEDAN	\$2295
TOURCOUPE	\$2295

f. o. b. Factory
Prices of Touring Cars and Roadsters will be increased \$100 on April 1.

STRIMPLE AUTOMOBILE CO.

WM. T. ALDERMAN, Mgr.



A Power Miracle

Today for the first time we announce the Counterbalanced Crankshaft Motor Car. It effects a complete transformation in automobile performance. It adds 35% extra power.

Attend the important first public exhibition of this Crow-Elkhart wonder car, now being held in our local show-room. See the goal for which engineers have strived for years—at last have realized. Get this information for your own instruction. Motoring now is a different kind of traveling.

Continuous silky power flows through the car. In this \$795 automobile you get performance which builders of costly multiple-cylinder cars have been striving to attain BY ADDING CYLINDERS.

You travel 60 miles an hour with no more sensation of speed than at 15 miles an hour. From a standing start you pick up to 40 miles an hour IN 20 SECONDS! Then pull down to a creeping pace—less than a walk—UNDER 3 MILES AN HOUR ON HIGH GEAR!

Here's the most wonderful range of power you have ever known with the most amazing smoothness, a quality of smoothness that is NEW.

This is the much talked-about constant Torque—uppermost in the minds of automobile engineers. They have sought to achieve it by building sixes, eights and twelves. They tried to accomplish it by making power impulses overlap. It remained for Martin E. Crow to introduce in his own car the principle of so counterbalancing the crankshaft that its own momentum eliminates vibration and increases power. All these extra advantages come from the counterbalanced crankshaft.

No Other Established Car Under \$1250 Has a Like Improvement

One car in the higher priced class has accomplished a similar result with its motor.

The Crow-Elkhart is the only car of moderate price and real economy which now contains this miraculous silky power.

Your judgment of motor cars must now be revised to meet this new standard. Not in many years has there been such a fundamental change of such far-reaching importance.

A Silken-Powered Car

Drivers who take the wheel of this new Crow-Elkhart find that all speeds seem to run together—to merge. The flow of the power seems the same from 20 to 30 miles, from 40 to 50 and 60 miles an hour. The sensation of speed is lost. Relaxation is complete at all times. You lounge back, not realizing that the car is going so fast.

This increases the usefulness to you of the motor car. You may never extend this car to a high speed—yet that tremendous volume of silky energy

is at your command every instant. It levels the rough spots in the roads—the hard hills—and with the lazy ease of a giant carries you effortlessly out of the tight places in traffic.

The welcome that will greet this remarkable improvement will be nationwide. Motorists will be quick to realize the advantage of this new kind of power for all conditions of travel and for all service expected of motor cars.

Climaxes the Success of the 9-Year Chassis

Martin E. Crow is known in automobile engineering circles for the development of the 9-Year Chassis. He has given to it the best years of his life.

For almost the entire lifetime of the industry he has worked on this one chassis while watching Crow-Elkhart cars in their millions of miles of service. And this chassis is today the basis of the silklke power created by the counterbalanced crankshaft construction in the motor.

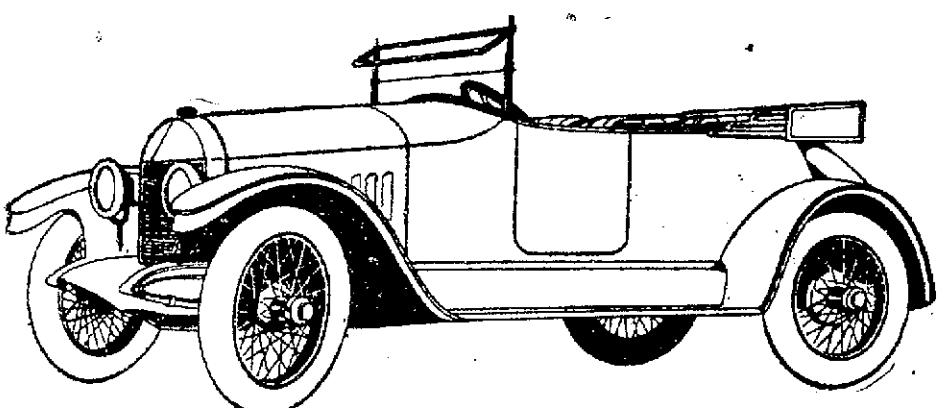
Engineer Crow developed what was probably the first "L" head motor—now the accepted standard. Successively he introduced such features as larger bearings, crankshafts and camshafts—valve cover plates—helical cut gears—large size valves—detachable cylinder head—piston oil ports preventing smoking, and other important advancements. So that Crow-Elkhart cars are full of new ideas—created by great 150,000 to 200,000 mile individual service records.

The Year's Sensation Is Here Today

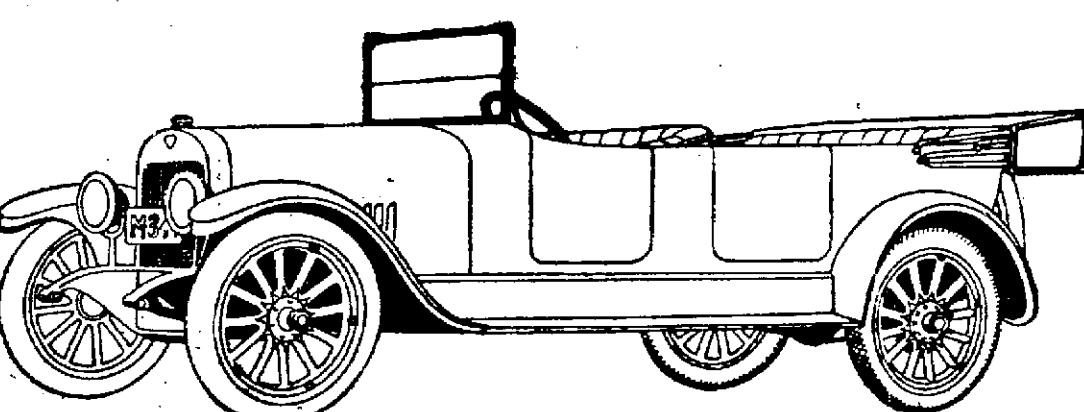
Crow-Elkhart Cars—shown in colors—are so beautiful—of such fascinating design—that you may for a moment be carried away with their appearance. Remember, that under the hood is this motor miracle; that in steel, aluminum and fine fittings lies the secret of this mechanical magic. Therefore, do not attend our exhibit without studying the counterbalanced crankshaft motor and its mechanical wonders. Seek to inform yourself thoroughly on the reasons motor power has now been so completely transformed—why it is silky—why it is so silent.

Manufactured by
Crow-Elkhart Motor Company
Elkhart, Indiana

Crow-Elkhart \$795



Four-Passenger Cloverleaf Roadster, \$825 with Wood Wheels;
\$845 with Wire Wheels.



Touring Model, \$795.